



City of Sonoma Planning Commission **AGENDA**

Regular Meeting of March 13, 2014 -- 6:30 PM
Community Meeting Room, 177 First Street West
Sonoma, CA 95476

Meeting Length: No new items will be heard by the Planning Commission after 10:30 PM, unless the Commission, by majority vote, specifically decides to continue reviewing items. If an item is not heard due to the length of the meeting, the Commission will attempt to schedule a special meeting for the following week. If a special meeting is necessary, potential dates will be established at the close of this meeting, and a date set as soon as possible thereafter.

CALL TO ORDER – Chair, Chip Roberson

Commissioners: Gary Edwards
Robert Felder
Mark Heneveld
Matt Howarth
Mathew Tippell
Bill Willers
James Cribb (Alternate)

*Be Courteous - **TURN OFF** your cell phones and pagers while the meeting is in session.*

PLEDGE OF ALLEGIANCE

COMMENTS FROM THE PUBLIC: Presentations by audience members on items not appearing on the agenda.

MINUTES: Minutes from the meeting of February 13, 2014.

CORRESPONDENCE

ITEM #1 – PUBLIC HEARING

REQUEST:

Continued review of a Use Permit to operate a mobile food trolley on a commercial property.

Applicant/Property Owner:

TIPS Tri-Tip/Innovative Properties & Development LLC

Staff: Rob Gjestland

Project Location:

455 West Napa Street

General Plan Designation:

Commercial (C)

Zoning:

Planning Area:

West Napa/Sonoma Corridor

Base: Commercial (C)

Overlay: N.A.

RECOMMENDED ACTION:

Approve Temporary Use Permit, with conditions.

CEQA Status:

Categorically Exempt

ITEM #2 – PUBLIC HEARING

REQUEST:

Consideration of an Exception to the side yard setback requirements to construct a residential addition.

Applicant/Property Owner:

Daniel Strening, Architect/Steve Zocchi

Staff: Rob Gjestland

Project Location:

264 Wilking Way

General Plan Designation:

Low Density Residential (LR)

Zoning:

Planning Area: Northeast Area

Base: Low Density Residential (R-L)

Overlay: N.A.

RECOMMENDED ACTION:

Approve with conditions.

CEQA Status:

Categorically Exempt

ITEM #3 – PUBLIC HEARING

REQUEST:

Consideration of an Exception to the accessory structure height standards to construct a second floor residential accessory room over an existing detached garage.

Applicant/Property Owner:

James and Larissa McCalla

Staff: Rob Gjestland

Project Location:

725 East Napa Street

General Plan Designation:

Sonoma Residential (SR)

Zoning:

Planning Area: Central-East Area

Base: Sonoma Residential (R-S)

Overlay: N.A.

RECOMMENDED ACTION:

Commission discretion.

CEQA Status:

Categorically Exempt

ITEM #4 – PUBLIC HEARING

REQUEST:

Consideration of an Exception to the fence height standards for overheight fencing on a residential property.

Applicant/Property Owner:

John MacConaghy

Staff: David Goodison

Project Location:

620 Este Madera Court

General Plan Designation:

Low Density Residential (LR)

Zoning:

Planning Area: Southeast Area

Base: Low Density Residential (R-L)

Overlay: N.A.

RECOMMENDED ACTION:

Approve with conditions.

CEQA Status:

Categorically Exempt

ITEM #5 – PUBLIC HEARING

REQUEST:

Consideration of a Use Permit to operate three former residences on two commercial properties as vacation rental units.

Applicant/Property Owner:

Michael Marino/Marino Enterprises LLC

Staff: Rob Gjestland

Project Location:

158, 164 and 172 West Napa Street

General Plan Designation:

Commercial (C)

Zoning:

Planning Area: Downtown District

Base: Commercial (C)

Overlay: Historic (/H)

RECOMMENDED ACTION:

Approve with conditions.

CEQA Status:

Categorically Exempt

ITEM #6 – PUBLIC HEARING

ISSUE:

Update of the City of Sonoma Bicycle and Pedestrian Master Plan.

Staff: Wendy Atkins

RECOMMENDED ACTION:

Review and provide recommendation to City Council.

CEQA Status:

Not applicable.

**ISSUES UPDATE
COMMENTS FROM THE COMMISSION
COMMENTS FROM THE AUDIENCE
ADJOURNMENT**

I do hereby certify that a copy of the foregoing agenda was posted on the City Hall bulletin board on March 7, 2014.

CRISTINA MORRIS, ADMINISTRATIVE ASSISTANT

Rights of Appeal: Any decision of the Planning Commission may be appealed to the City Council. Appeals must be filed with the City Clerk within fifteen (15) calendar days following the Planning Commission's decision, unless the fifteenth day falls on a weekend or a holiday, in which case the appeal period ends at the close of the next working day at City Hall. Appeals

must be made in writing and must clearly state the reason for the appeal. Appeals will be set for hearing before the City Council on the earliest available agenda. A fee is charged for appeals.

Copies of all staff reports and documents subject to disclosure that relate to any item of business referred to on the agenda are available for public inspection the Monday before each regularly scheduled meeting at City Hall, located at No. 1 The Plaza, Sonoma CA, (707) 938-3681. Any documents subject to disclosure that are provided to all, or a majority of all, of the members of the Planning Commission regarding any item on this agenda after the agenda has been distributed will be made available for inspection at the Administrative Assistant office, No. 1 The Plaza, Sonoma CA during regular business hours.

If you challenge the action of the Planning Commission in court, you may be limited to raising only those issues you or someone else raised at the public hearing described on the agenda, or in written correspondence delivered to the Administrative Assistant, at or prior to the public hearing.

In accordance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk (707) 933-2216. Notification 48-hours before the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

MEMO

To: Planning Commission
From: Senior Planner Gjestland
Re: Continued review of Use Permit for TIPS Tri-Tip Trolley at 455 West Napa Street

Background

At the February 2014 meeting, the Planning Commission considered the application of TIPS Tri Tip for a Use Permit to operate a mobile food trolley from the property at 455 West Napa Street where Sorento Imports and Café Scooteria are located (the trolley would operate in the evening after close of the scooter shop and coffee service). In review of the item, the Planning Commission was generally supportive of the use on a temporary or trial basis, but had concerns about the proposed trolley location, parking/circulation plan, and lack of a detailed site plan in this regard. As a result, the Planning Commission continued the item, directing the applicants to address these issues and submit a revised proposal.

Alternate Trolley Location

Following the Planning Commission meeting, Planning Department staff met with the applicants to evaluate site conditions and identify better options for the trolley location and provision of customer parking. One prohibitive factor in siting the trolley is an uneven contour in front of the northeast portion of the building where the asphalt slopes down in all directions. This condition makes it infeasible to block/level up the trolley directly in front of and parallel to the building. With this limitation in mind, a preferred alternative was identified which is reflected in the revised narrative and site/parking plan (attached).

Under the preferred alternative, the trolley would be oriented north-south (perpendicular to the street) extending out from the northwest corner of the building. Three additional parking spaces would be created on the west side of trolley in alignment with existing parking, resulting in a bank of seven spaces (the new spaces would be painted a contrasting color to the coffee drive-through striping and would not be available when the scooter shop and coffee service are operating). Customers would be served on the opposite (east side) of the trolley. The trolley's perpendicular alignment would physically prohibit vehicle circulation through the site, and separate the parking area from the service area. The east driveway would also be blocked off to vehicle traffic during trolley service hours. Staff would note that the applicants have obtained written authorization from Exchange Bank (attached) to allow two employee parking spaces on the adjoining property in the evening.

Vehicle Sight Lines: When considering the proposed trolley location, staff was careful to evaluate sight lines for vehicles exiting onto West Napa Street from the west driveway (the primary concern being visibility of westbound traffic on West Napa Street). Staff would note the trolley

would be setback four feet from the back of sidewalk and the sidewalk is also approximately 10 feet wide at that location. After exiting the west driveway multiple times, it was staff's finding that the proposed trolley location would not restrict or obstruct views of westbound traffic on West Napa Street in a manner that would compromise safety.

Outdoor Seating: The applicant is requesting approval for a single picnic table that could seat up to six customers. Under the revised plan seven customer parking spaces would be provided west of the building/trolley and two employee spaces would also be available on the adjoining bank property. Given this amount of parking, it seems reasonable to allow for the proposed seating as part of the trial period.

Trolley Location During Off Hours: The applicant is requesting that the Planning Commission reconsider allowing the trolley to be parked overnight along the rear property line. In general, the Planning Commission did not support this concept feeling that, as a mobile unit, the trolley should not become a permanent fixture of the property. Aside from that viewpoint, staff would reiterate that the four existing parking spaces west of the building are considered the absolute minimum required for the scooter shop and coffee service and the trolley would have to occupy one of those spaces. The Planning Commission must also consider whether it is desirable from an aesthetic perspective having a large trolley unscreened on the property on a full-time basis. For these reasons, staff does not support the trolley being parked on site outside of the proposed evening hours of operation and the draft conditions of approval have been maintained in this regard.

Recommendation

Staff recommends approval of the Use Permit on a provisional basis (returning for reconsideration by the Planning Commission after summer in October 2014), consistent with the revised site/parking plan and subject to the attached conditions of approval.

Attachments

1. *Findings of Project Approval*
2. *Draft Conditions of Approval*
3. *Vicinity Map*
4. *Revised Executive Summary/Project Narrative*
5. *Revised Site/Parking Plan*

cc: TIPS Tri-Tip (via email)
Andrew & Susie Pryfogle
P.O. Box 1569
Glen Ellen, CA 95442

City of Sonoma Planning Commission
FINDINGS OF PROJECT APPROVAL
Temporary Use Permit for TIPS Tri-Tip Mobile Food Trolley – 455 West Napa Street

March 13, 2014

Based on substantial evidence in the record and upon consideration of all testimony received in the course of the public review, including the public review, the City of Sonoma Planning Commission finds and declares as follows:

Use Permit Findings

1. The proposed uses are consistent with the General Plan and any Specific Plan;
2. The proposed uses are allowed with a conditional Use Permit within the applicable zoning district and complies with all applicable standards and regulations of this Development Code(except for approved Variances and Exceptions);
3. The location, size, design, and operating characteristics of the proposed use are compatible with the existing and future land uses in the vicinity; and
4. The proposed use will not impair the architectural integrity and character of the zoning district in which it is to be located.

City of Sonoma Planning Commission
CONDITIONS OF PROJECT APPROVAL
Temporary Use Permit for TIPS Tri-Tip Mobile Food Trolley – 455 West Napa Street

March 13, 2014

1. The use shall be operated in a manner consistent with the revised project narrative (dated March 13, 2014) and approved site/parking plan (Sheet A1 dated March 24, 2014), except as modified by these conditions and the following:
 - a. The hours of operation for the food trolley, including set up, shall be limited to the hours between 5pm to 10pm daily but in no case shall those hours overlap with the hours of operation of Café Scooteria and/or Sorento Imports.
 - b. The three new spaces west of the trolley shall be painted a contrasting color to the coffee drive-through striping and shall not be used when the scooter shop and coffee service are operating.
 - c. The food trolley shall not be parked on the site overnight or during the day when the scooter shop and coffee service are open for business.
 - d. Use of generators shall be prohibited.
 - e. The use not shall not be operated as a drive through.
 - f. The approval is specific to the proposed trolley vehicle. Any alternative unit/vehicle that may be proposed for the site in the future shall be subject to review and approval of Use Permit by the Planning Commission.

Enforcement Responsibility: *Planning Department*
Timing: *Ongoing*

2. All Building Division requirements shall be met. The electrical connection for the mobile food trolley shall be subject to the review and approval of the Fire Marshall and Building Official. A Building Permit shall be required, if applicable

Enforcement Responsibility: *Building Department; Fire Department*
Timing: *Prior to issuance of any building permit that may be required and*
Prior to operation

3. All applicable Fire Department requirements shall be met, including requirements related to the provision of fire extinguishers and fuel storage.

Enforcement Responsibility: *Fire Department*
Timing: *Prior to operation; Ongoing*

4. The project shall be subject to the review and approval of the DRHPC. This review shall encompass all signs, exterior trolley colors/graphics, landscape planters, and trash receptacles.

Enforcement Responsibility: *Planning Department; DRHPC*
Timing: *Prior to operation*

5. Seating shall be limited to one picnic table with seating for up to six people.

Enforcement Responsibility: *Planning Department*
Timing: *Ongoing*

6. The applicant shall notify the following agencies of its application, and obtain any necessary written approvals prior to operation of the business.
 - a. Sonoma County Health Department (for food-serving establishments)

Enforcement Responsibility: *Planning Department*
Timing: *Prior to operation*

7. The food trolley and surrounding area shall be maintained in a neat and orderly manner. Trash on the site shall be cleaned up on a daily basis.

Enforcement Responsibility: *Planning Department*
Timing: *Ongoing*

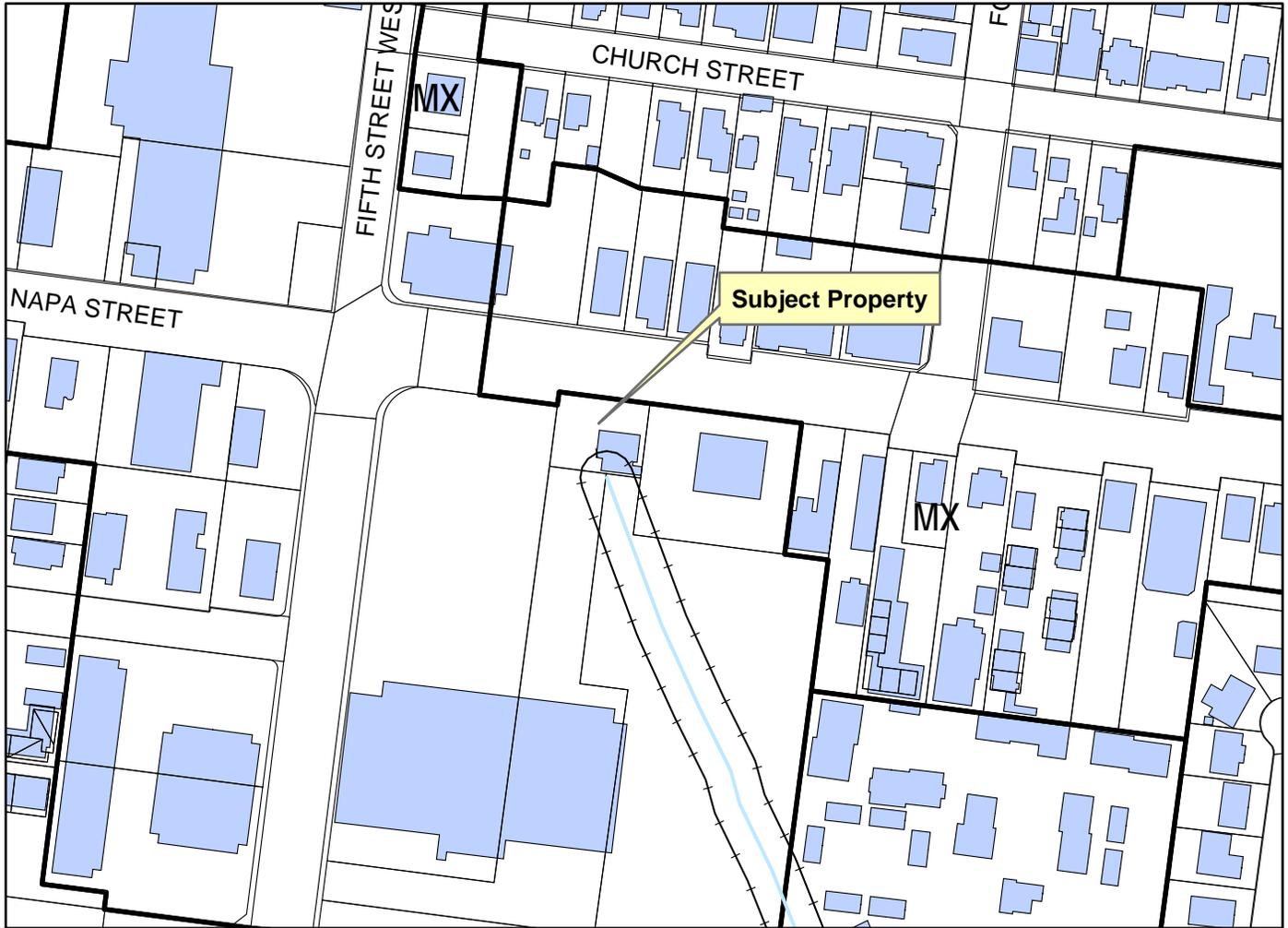
8. The four on-site parking spaces located west of the building shall be restriped consistent with the dimension requirements of the City parking standards. These required spaces shall be permanently available and maintained for parking purposes and free of obstructions.

Enforcement Responsibility: *Planning Department*
Timing: *Prior to Operation*

9. The allowance for a mobile food trolley use as provided herein shall be permitted strictly on a temporary basis, subject to reconsideration by the Planning Commission no later than October 2014 and shall be of no further force and effect unless extended by the Planning Commission prior to the date of expiration.

Enforcement Responsibility: *Planning Department*
Timing: *Ongoing*

Vicinity Map

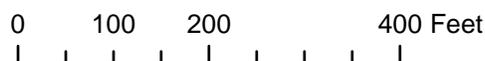


Project Summary

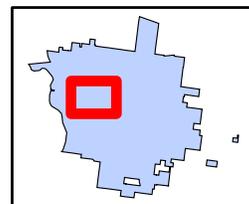
<i>Project Name:</i>	TIPS Tri-Tip Mobile Food Trolley
<i>Property Address:</i>	455 West Napa Street
<i>Applicant:</i>	TIPS Tri-Tip
<i>Property Owner:</i>	Innovative Properties & Development
<i>General Plan Land Use:</i>	Commercial
<i>Zoning - Base:</i>	Commercial
<i>Zoning - Overlay:</i>	None
<i>Summary:</i>	Application for a Use Permit to operate a mobile food trolley on a commercial property.

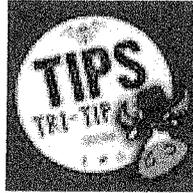
Zoning Designations

- R-HS Hillside Residential (1 D.U./10 acres, maximum)
- R-R Rural Residential (2 D.U./acre, maximum)
- R-L Low Density Residential (2-5 D.U./acre)
- R-S Sonoma Residential (3-8 D.U./acre)
- R-M Medium Density Residential (6-10 D.U./acre)
- R-H High Density (9-12 D.U./acre)
- R-O Housing Opportunity (15-20 D.U./acre)
- R-P Mobile Home Park (7 D.U./acre, maximum)
- MX Mixed Use (12 D.U./acre, maximum)
- C Commercial (15 D.U./acre, maximum)
- C-G Commercial-Gateway (15 D.U./acre, maximum)
- W Wine Production
- P Public Facility
- Pk Park
- A Agriculture



1 inch = 200 feet





City of Sonoma, California
Application for Special Use Permit
March 13, 2014

Executive Summary

TIPS Tri-Tip is a Sonoma based, family-owned business that is submitting this request for a conditional use permit to the City of Sonoma. TIPS currently operates under a Sonoma business license. TIPS has acquired a 30' Trolley and is in the process of converting it into a certified mobile kitchen and food truck. TIPS is seeking temporary approval to locate and operate the trolley at one location within Sonoma city limits as listed below.

Cafe Scooteria
455 W. Napa Street
Sonoma, CA 95476
Owner: Nick Grimm
(707) 938-0800

A detailed site plan and use description can be found later in this proposal.

TIPS is currently working with Sonoma County to secure a health permit to operate the trolley as a certified mobile kitchen. Plans for the trolley buildout have already been approved by the county.

The physical buildout of the trolley is currently being performed by Nick Grimm at Cafe Scooteria with expected completion in March, 2014. It is our desire to put the trolley into full approved service immediately following completion and approval by the city.



RECEIVED

MAR 05 2014

CITY OF SONOMA

The TIPS Tri-Tip Story

TIPS Tri-Tip is a family owned business that started five years ago in San Ramon, CA. Andrew always loved cooking and his wife Susie loves to entertain. When Andrew suddenly lost his tech job in the summer of 2008, he found himself unemployed and searching for what was next. It was then that he got the crazy idea of opening a food booth at a local street fair and seeing if they could turn a profit by selling their Tri-Tip sandwich. As rookies to the food business, they lost their shirts, and at the worst possible time. However, they saw the line of people and heard what they thought of the sandwich and saw them leave and bring friends back....instinctively, they knew they were on to something.

Fast forward to June, 2009. Andrew & Susie were strolling in downtown St. Helena during a new event called CHEERS! St. Helena. It was a lovely evening tasting great wine with over 40 wineries pouring, but they noted there were no food options for all the attendees other than the crowded restaurants. Andrew approached the event organizer and offered to come to the next event and set up on a side street and grill tri-tip sandwiches. "You'd do that?", responded the organizer. And away they went.

That first CHEERS! St. Helena event they did, they turned a profit...just barely. And then they kept doing them and kept getting smarter and learning from their mistakes. By the end of that first season, they were serving 250 sandwiches in about 3 hours and had begun to build a "cult" following in the Napa valley. They just recently completed their 5th season with CHEERS! St. Helena.

In January, Andrew & Susie moved from San Ramon, CA to Glen Ellen. Andrew works full-time as a Senior Vice President for Petaluma-based Intelisys, a company founded by Sonoma resident, Rick Dellar. He reports to the president of the company and Sonoma resident, Jay Bradley. They can't believe how lucky they are to be living in the Sonoma Valley...they pinch themselves every day!

As new residents, they were eager to give back to their community. Their neighbor, Holly Bennett, a realtor with Sotheby's in Sonoma, told them about Sonoma's awesome farmer's market on Tuesday nights...it sounded like a perfect fit for them. They applied with Valley of the Moon Certified Farmer's Market and were approved. TIPS just completed their first season at the farmer's market, serving a growing base of Sonoma fans 26 Tuesday's in a row.

TIPS success at the VOMCFM Tuesday farmer's markets has helped TIPS build a brand and following in Sonoma. They are excited about taking the business to a whole new level with the TIPS Tri-Tip Trolley!

TIPS Tri-Tip Business Overview

- **Mobile Kitchen**
 - 2006 Double-K Trolley
 - Chevy 454, V-8, Gas Engine
 - License Plate: in progress
 - Currently registered in California
 - Dimensions: 30' long, 7' wide, 12' tall.
- **Design**
 - TIPS intends to keep the current fire-engine red color of the Trolley. The above photo is a mock design that shows a possible graphic layout.
 - We plan on maintaining the classic trolley look and feel, including keeping all the windows as a signature trolley characteristic.
- **Staffing**
 - Andrew & Susie Pryfogle - Owners
 - Susie is serving as the chief executive for the overall business.
 - Andrew is responsible for all recipes and overall business strategy.
 - Daniel Chamoff - Lead Tipster
 - Daniel, a Sonoma resident, will be serving as the day to day manager of all trolley operations. He is also a professional graphics designer and will be directing TIPS marketing and social media presence.
 - Trolley Staff
 - TIPS will continue to provide part-time employment to Sonoma residents. They will work as cashiers, grillers and food preparers.
 - Depending on customer volume, TIPS will employ between 2 and 4 people per shift.
- **Menu**
 - Dinner
 - Tri-Tip Sando - 1/2 lb of tri-tip on a toasted roll with slaw and chipotle sauce. Our signature Sando.
 - Tri-Tip Bowl - Same as the Sando but without the bread. Gluten & dairy free
 - Veggie-Bowl - Grilled seasonal vegetables on a bed of quinoa served with slaw and chipotle sauce
 - Fusion Bowl - Grilled seasonal veggies and tri-tip with slaw and chipotle sauce
 - Street Corn - Grilled corn-on-the-cob, with light chipotle sauce, cotija cheese and cayenne.
 - Baked Sweet Potato Fries with chipotle sauce
 - Tri-tip Chopped Salad - Tri-tip served over a chopped garden salad with Chipotle vinaigrette
 - Veggie Chopped Salad - Fresh seasonal vegetables served over a chopped garden salad with Chipotle vinaigrette
 - Occasional Specials
 - NOTE: WE WILL NOT BE SERVING ANY ALCOHOL FROM THE TROLLEY
- **Sourcing**
 - Glen Ellen Village Market/Sonoma Market
 - Beef
 - Sauce & Marinade Ingredients
 - Dry & Paper Goods
 - Fat Pilgrim & Paul's Produce

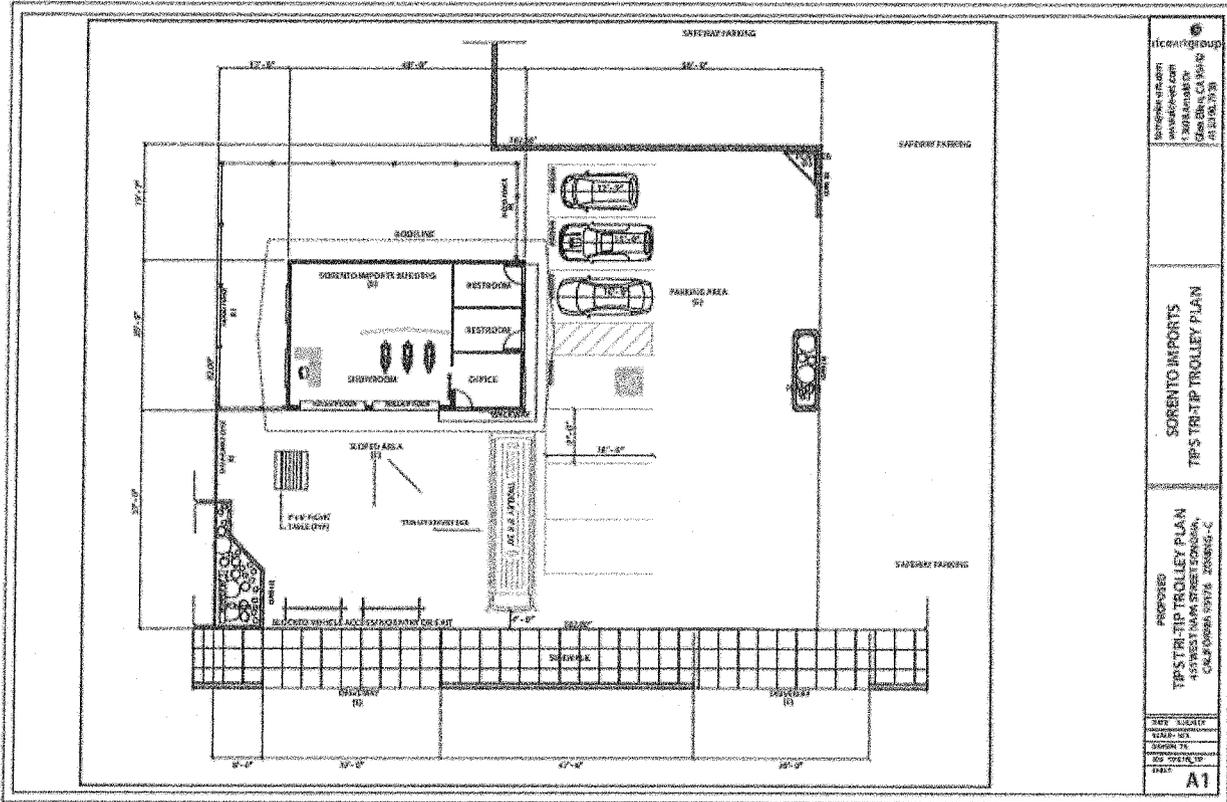
- We intend to contract with Fat Pilgrim and Paul's Produce for all of our organically grown, seasonal vegetables
- **Service**
 - The trolley is designed to serve customers quickly, a great stop-and-go option for Sonoma residents and visitors.
 - Customers are welcome to stand at the trolley to eat their food, or more likely will take the food with them.
 - We are requesting approval to place a single picnic table that can seat up to 6 customers.

Site Plan

Location: Cafe Scooteria

Cafe Scooteria
455 W. Napa Street
Sonoma, CA 95476
Owner: Nick Grimm

- Site Description - Cafe Scooteria has become a very hip and unique location for Italian coffee and vintage scooters. They have a vibrant business serving espresso drinks to Sonoma residents. Their current hours of operation are from 5:00 AM to 5:00 PM, Monday through Friday, and 5:00 AM to 1:00 PM on Saturdays and Sundays.
- Projected Use - TIPS Tri-Tip Trolley will be parked here and open for service following the close each day of the Scooteria. We intend to be open evenings, from 5:00 PM to 10:00 PM. It is currently planned to operate Thursday through Sunday at this site, although that may be expanded to other evenings as demand dictates. Location of the trolley is depicted in the attached site plan.
- **Parking & Traffic Overview**
 - **Trolley Placement:** As depicted in the drawing, the trolley will be oriented north/south, extending out from the front of the northwest corner of the building. This placement will create a barrier between the parking area and service area for the trolley.
 - **Parking:** During trolley hours, there will be 7 total, regulation sized parking spots, including 1 handicap spot. The attached drawing depicts each spot. All spots will be repainted. The 3 spots closest to West Napa Street will be newly painted with contrasting colors from the existing drive-through striping.
 - **Employee Parking:** Employees will be instructed to park at the Exchange Bank lot adjacent to the Cafe Scooteria property. Below is a written approval from Exchange Bank allowing us to use their lot for this purpose.
 - **Traffic Flow:** During trolley service hours, the northeast driveway will be blocked from any auto traffic, requiring customers to park in a designated spot on the west side of the property. Attractive wooden traffic barriers will be used to block this driveway and will be removed at the end of each evening service. Blocking this driveway will significantly improve customer safety.
 - **Overnight Parking:** As requested by the commission, we are working to arrange an alternate location for parking the Trolley overnight. Based on the new Trolley placement and improved parking plan, we'd ask the commission to reconsider allowing us to park at Cafe Scooteria along the back of the property line. This would only be for overnight parking and not for service.
- Lighting
 - Lighting is attached to the building and will sufficiently illuminate both parking and service areas during nighttime service, but without polluting into other neighboring properties.
- Other Considerations
 - There is a bathroom onsite that will be available to workers and customers.
 - We are requesting seating for up to 6 customers at a single picnic table as depicted in the drawing. At a standard ratio of 1 spot for every 4 customers eating onsite, and with 7 total spots available, having up to 6 customers sitting down to eat should have minimal impact.



Parking

Inbox x



Maria Toimil <Maria.Toimil@exchangebank.com>
to me

11:45 AM (22 hours ago) ☆



Andrew Pryfogle,

After further review, Exchange Bank will authorize for two of your employees to park at the far left of the rear of our building located at 435 West Napa Street. We understand that your operating hours are 5-10 pm daily.

Maria P. Toimil

Customer Service Manager

Exchange Bank
435 West Napa Street
Sonoma, CA 95476

(707)939-6801

Fax (707)935-6819

www.exchangebank.com

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Agenda Item Title: Application for an Exception to the side yard setback requirements to construct a ±190-square foot residential addition.

Applicant/Owner: Daniel Strening, Architect/Steve Zocchi

Site Address/Location: 264 Wilking Way

Staff Contact: Rob Gjestland, Senior Planner
Staff Report Prepared: 2/28/14

PROJECT SUMMARY

Description: Application of Daniel Strening, Architect, for an Exception to the side yard setback requirements to construct a 190-square foot addition to the residence at 264 Wilking Way.

General Plan Designation: Low Density Residential (LR)

Zoning: **Base:** Low Density Residential (R-L) **Overlay:** None

Site Characteristics: The subject property is a 7,841-square foot parcel located on the east side of Wilking Way within Pueblo Park subdivision. The site is currently developed with a one-story residence constructed in 1956.

Surrounding Land Use/Zoning: **North:** Single-family residence/Low Density Residential
South: Single-family residence/Low Density Residential
East: Vineyard/ LIA20 (County Zoning)
West: Single-family residence (opposite Wilking Way)/Low Density Residential

Environmental Review:

<input checked="" type="checkbox"/> Categorical Exemption	<input type="checkbox"/> Approved/Certified
<input type="checkbox"/> Negative Declaration	<input checked="" type="checkbox"/> No Action Required
<input type="checkbox"/> Environmental Impact Report	<input type="checkbox"/> Action Required
<input type="checkbox"/> Not Applicable	

Staff Recommendation: Approve subject to conditions.

PROJECT ANALYSIS

DETAILED PROJECT DESCRIPTION

The applicant is requesting an Exception from the side yard setback requirements to construct a ±190-square foot master bedroom addition at the back of the residence in conjunction with a larger remodel project. The addition is proposed in line with the existing south building wall of the home, setback six feet from the side (south) property line and ±49 feet from the rear property line. The overall project would increase the living area of the home from 1,324 to 1,567 square feet. Additional details on the proposal can be found in the attached project narrative.

GENERAL PLAN CONSISTENCY (**Not Applicable to this Project**)

The property is designated Low Density Residential by the General Plan, which allows for single-family homes and related accessory structures. The project does not raise any issues in terms of consistency with the *City of Sonoma 2020 General Plan*.

DEVELOPMENT CODE CONSISTENCY (**Not Applicable to this Project**)

Use: The property is zoned Low Density Residential (R-L). Single-family homes and related accessory structures are permitted uses in the R-L zoning district. The proposed addition is consistent with the property's zoning in terms of use.

Front Yard Setback: A 20-foot front yard setback is required for additions in the R-L zone. The addition is proposed at the rear of the home well beyond the front yard setback area.

Rear Yard Setback: A 25-foot rear yard setback is required for R-L properties in the Northeast Planning Area. The addition would be setback ±49 feet from the rear property line.

Side Yard Setback: A seven-foot side yard setback is required for single-story construction in the R-L zone, and combined side yard setbacks must total 18 feet. The project does not comply with this requirement in that the addition would be located six feet from the south property line (the combined setback would be met). The applicant is requesting an Exception from this standard.

Coverage: The maximum coverage in the R-L zone is 40%. The overall project would increase the lot coverage from 22% to 25%. Staff would note that front porches are excluded from coverage calculations under the Development Code.

Floor Area Ratio (FAR): The maximum FAR in the R-L zone is 0.35. The overall project would increase the FAR from 0.22 to 0.25. Staff would note that attached garages are included in FAR calculations under the Development Code

Building Height: The maximum building height within the R-L zone is 30 feet. The proposed one-story addition has a maximum height of ±12 feet to the roof peak.

Design Review: Additions to single-family homes constructed after 1944 are exempt from architectural review by the Design Review Commission (§19.54.080.B).

Setback Exception Approval: Pursuant to Development Code Section 19.48.050.A.1, the Planning Commission may grant exceptions from setback standards, provided that the following findings can be made:

1. *The adjustment authorized by the Exception is consistent with the General Plan, any applicable Specific Plan, and the overall objectives of this Development Code;*

The residential use associated with the setback exception request is consistent with the property's Low Density Residential land use designation and zoning.

2. *An exception to the normal standards of the Development Code is justified by environmental features or site conditions; historic development patterns of the property or neighborhood; or the interest in promoting creativity and personal expression in site planning and development;*

The exception request relates to site conditions and the historic development pattern of the property and neighborhood. Similar to most parcels within Pueblo Park subdivision, the property is nonconforming in terms of the minimum lot width requirement (the property has a width of 61 feet versus the current lot width requirement of 65 feet). In addition, six-foot side yard setbacks (or less) are common for homes within Pueblo Park subdivision, as they were constructed in the 1950's prior to the current side yard setback requirements (adopted in 2003). These conditions provide a basis for allowing an exception from the setback requirements.

3. *Granting the Exception will not be detrimental to the public health, safety, or welfare, or injurious to the property or improvements in the vicinity and in the same zoning district.*

In staff's view, the Exception would not significantly impact other properties or residents in the vicinity. The proposed six-foot side yard setback is typical of conditions found throughout the neighborhood and consistent with the existing home. The addition has been designed with a low profile (measuring just over 12 feet to the roof peak) and would encroach only one foot into the required setback. In addition, the corresponding building element on the adjoining property to the south is a living room with no windows on the north elevation. For these reasons, staff feels that the addition would be compatible with adjoining properties and neighborhood conditions.

CONSISTENCY WITH OTHER CITY ORDINANCES/POLICIES (**Not Applicable to this Project**)

ENVIRONMENTAL REVIEW (**Not Applicable to this Project**)

Pursuant to Section 15305 of the State CEQA Guidelines, minor side yard and setback variances not resulting in the creation of a new parcel are Categorically Exempt from the provisions of CEQA (Class 5 – Minor Alterations in Land Use Limitations).

DISCUSSION OF PROJECT ISSUES

Setback Exception: As noted above, the proposal is supported by site/neighborhood conditions and would be generally compatible with properties in the vicinity. Staff would also note that the Planning Commission previously approved two similar setback Exception requests in the subdivision for 232 Wilking Way and 272 Wilking (the adjoining property to the south).

RECOMMENDATION

Staff recommends approval of the setback Exception, subject to the attached conditions.

Attachments

1. *Findings*
2. *Draft Conditions of Approval*
3. *Location map*
4. *Project narrative*
5. *Site Plan, Floor Plan & Building Elevations*

cc: Daniel Strening, Architect (via email)
2027 Nordyke Ave.
Santa Rosa, CA 95401

Steve Zocchi
264 Wilking Way
Sonoma, CA 95476

City of Sonoma Planning Commission
FINDINGS OF PROJECT APPROVAL
Zocchi Setback Exception – 264 Wilking Way

March 13, 2014

Based on substantial evidence in the record and upon consideration of all testimony received in the course of the public review, including the public review, the City of Sonoma Planning Commission finds and declares as follows:

Exception Approval:

1. The adjustment authorized by the Exception is consistent with the General Plan, any applicable Specific Plan, and the overall objectives of this Development Code;
2. An exception to the normal standards of the Development Code is justified by environmental features or site conditions; historic development patterns of the property or neighborhood; or the interest in promoting creativity and personal expression in site planning and development;
3. Granting the Exception will not be detrimental to the public health, safety, or welfare, or injurious to the property or improvements in the vicinity and in the same zoning district.

City of Sonoma Planning Commission
CONDITIONS OF PROJECT APPROVAL
Zocchi Setback Exception – 264 Wilking Way

March 13, 2014

1. The rear addition shall be constructed in conformance with the approved site plan and building elevations, except as modified by these conditions.

Enforcement Responsibility: Planning Department; Building Department

Timing: Prior to issuance of a building permit; Prior to final occupancy

2. All Building Department requirements shall be met, including Building Code requirements related to compliance with CALGreen standards. A building permit shall be required.

Enforcement Responsibility: Building Department

Timing: Prior to construction

3. All Fire Department requirements shall be met, including the provision of fire sprinklers if necessary.

Enforcement Responsibility: Fire Department; Building Department

Timing: Prior to issuance of a building permit; Prior to final occupancy

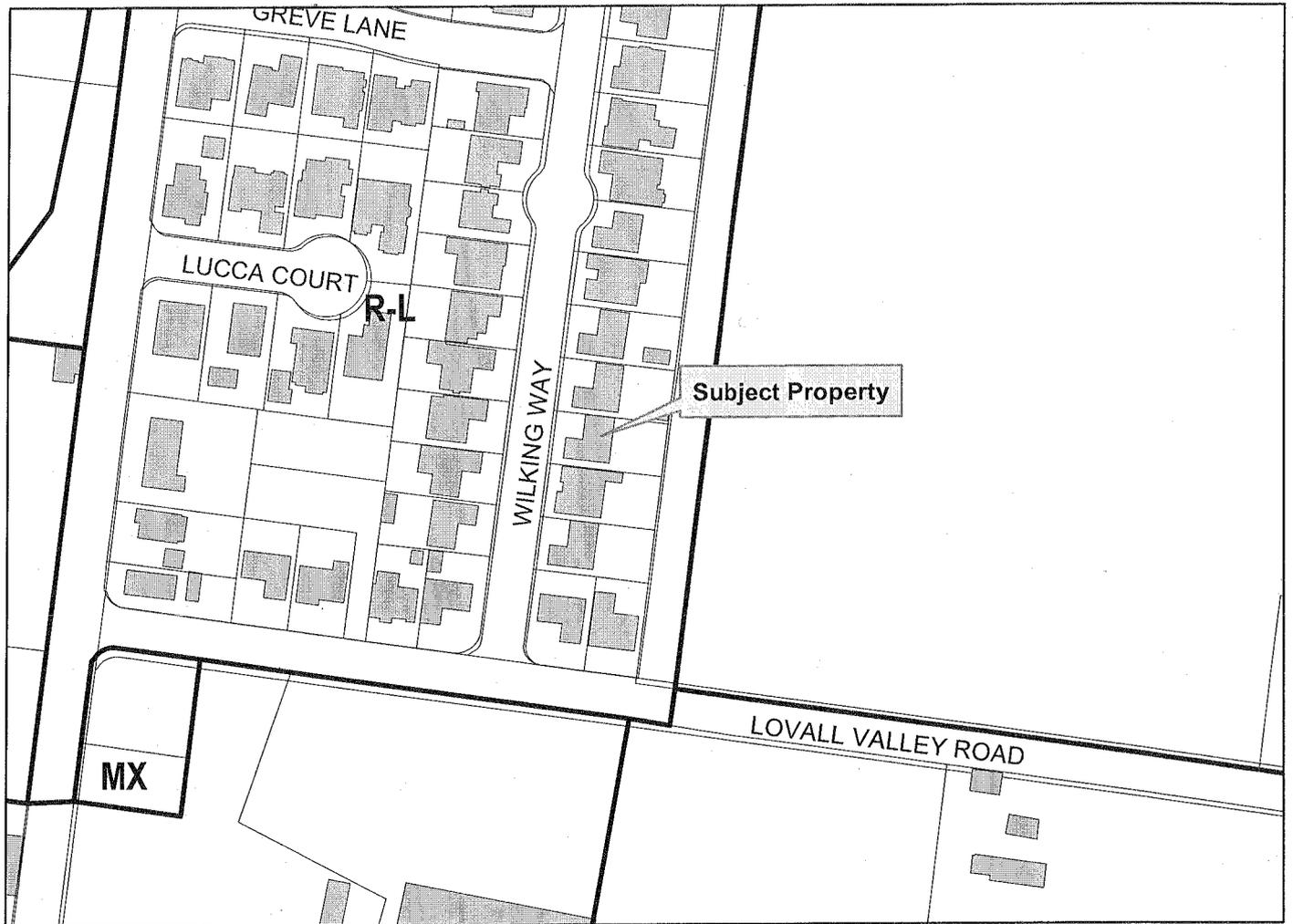
4. The following agencies must be contacted by the applicant to determine permit or other regulatory requirements of the agency prior to issuance of a building permit, including the payment of applicable fees:

- a. *Sonoma Valley Unified School District* [For school impact fees]

Enforcement Responsibility: Building Department

Timing: Prior to issuance of a building permit

Vicinity Map

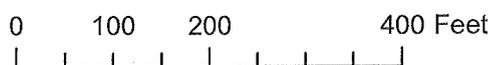
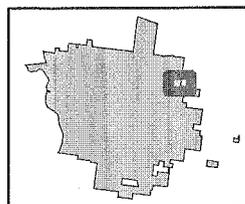


Project Summary

<i>Project Name:</i>	Zocchi Setback Exception
<i>Property Address:</i>	264 Wilking Way
<i>Applicant:</i>	Daniel Strening, Architect
<i>Property Owner:</i>	Steve Zocchi
<i>General Plan Land Use:</i>	Low Density Residential
<i>Zoning - Base:</i>	Low Density Residential
<i>Zoning - Overlay:</i>	None
<i>Summary:</i>	Application for an Exception to the side yard setback requirements to construct a residential addition.

Zoning Designations

- R-HS Hillside Residential (1 D.U./10 acres, maximum)
- R-R Rural Residential (2 D.U./acre, maximum)
- R-L Low Density Residential (2-5 D.U./acre)
- R-S Sonoma Residential (3-8 D.U./acre)
- R-M Medium Density Residential (6-10 D.U./acre)
- R-H High Density (9-12 D.U./acre)
- R-O Housing Opportunity (15-20 D.U./acre)
- R-P Mobile Home Park (7 D.U./acre, maximum)
- MX Mixed Use (12 D.U./acre, maximum)
- C Commercial (15 D.U./acre, maximum)
- C-G Commercial-Gateway (15 D.U./acre, maximum)
- W Wine Production
- P Public Facility
- Pk Park
- A Agriculture



1 inch = 200 feet

MEMO

TO: City of Sonoma Planning Dept. (Wendy Atkins)
 FROM: Daniel J. Strening, AIA
 DATE: 01.13.14
 RE: Project Narrative for 'Exception' Application
 264 Wilking Way

This memorandum (together with the drawing submittal) describes the proposed addition and remodel project for 264 Wilking Way, and outlines the reasons we are seeking an exception to the setback requirements created in 2004.

The proposed remodel seeks to add a bedroom along the existing wall line on the south side of the property which is currently 6'-0" from the property line. The new setbacks call for a 7'-0" minimum setback. This addition will be roughly 12'-0" deep and approximately 16'-0" wide.

In looking at the existing pattern of development in the neighborhood, it is very clear that the houses were all built with a previous setback condition (with smaller minimum and overall requirements), and many of the houses in the neighborhood have added on in a similar manner to what we're proposing.

The overall project consists of this addition, the addition of front and rear porches, as well as the remodel of some of the interior of the home.

This project should be approved as an 'exception' to the current setback requirements due to the following three findings:

- The adjustment authorized by the exception is consistent with the General Plan, any applicable specific plan, and the overall objectives of this development code:

The current general plan calls for single family residential in this area, and providing this exception will not alter the current use, which complies.

- An exception to the normal standards of the development code is justified by environmental features or site conditions; **historic development patterns of the property or neighborhood**; or the interest in promoting creativity and personal expression in site planning and development:

On sheet AO, drawings #1 & #2 show a site plan with neighboring properties included (that were all built with consistent setbacks - unrelated to the newly revised setbacks for the area), as well as an aerial photograph depicting the development pattern. In the aerial, several neighboring properties are indicated which have been developed in a similar manner. (Circled in black.)

Our project simply seeks to add a simple bedroom addition aligned with the existing exterior wall on the south side of the property. The existing condition is a wall 6'-0" from the property line, and therefore will be 12" closer than the required 7'-0" minimum from the property line. (What we propose is clearly consistent with the historic development patterns of the neighborhood.)

- Granting the exception will not be detrimental to the public health, safety, or welfare, or injurious to the property or improvements in the vicinity and in the same zoning district:

Allowing the addition to proceed as indicated will not be a detriment to public safety as evidenced by the other similar additions that have been allowed in the neighborhood.

Please let me know if anyone has any questions.



Daniel J. Strening, AIA

SETBACK EXCEPTION

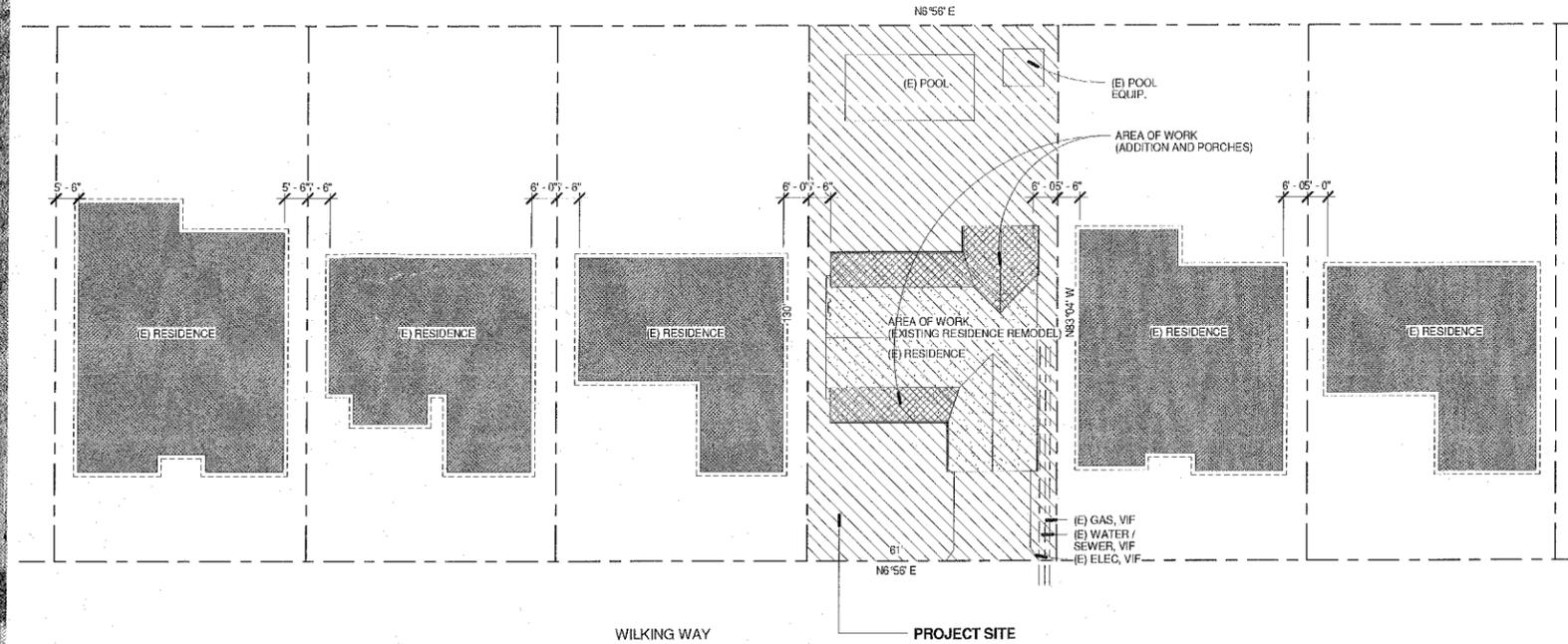
APN: 128-301-032

DANIEL J. STRENING,
ARCHITECT
2027 NORDYKE AVE.
SANTA ROSA, CA 95401

Tel 707.953.2370
www.streningarchitect.com



2 NEIGHBORHOOD CONTEXT *SIMILAR (E) CONDITIONS CIRCLED WITHIN NEIGHBORHOOD
1" = 60'-0"



1 OVERALL SITE PLAN WITH ADJACENT PROPERTY LINES AND BLDG FOOTPRINTS
1" = 20'-0"



NOTE:
SITE PLAN IS BASED ON SEVERAL
DOCUMENTS PROVIDED TO THE
ARCHITECT BY THE OWNER.
THE ARCHITECT ASSUMES NO
LIABILITY FOR THE ACCURACY
THEREOF.

RESIDENTIAL REMODEL

264 WILKING WAY
SONOMA, CA 95476
APN: 018-102-005

CLIENT
ZOCCHI

REVISIONS

PROJECT NUMBER
13-016
ISSUE DATE
01-21-14

**PLANNING
SUBMITTAL**

SHEET NAME
**COVER SHEET /
SITE PLAN**

SHEET NUMBER
A0

JAN 30 2014

DRAWING LIST

A0	COVER SHEET / SITE PLAN
A1	DEMO & NEW PLAN
A2	ELEVATIONS - EXISTING
A3	ELEVATIONS - NEW

PROJECT TEAM

OWNER:	STEVE ZOCCHI 264 WILKING WAY SONOMA, CA 95476
ARCHITECT:	DANIEL J. STRENING DANIEL J. STRENING, ARCHITECT 2027 NORDYKE AVE. SANTA ROSA, CA 95401 V - 707.953.2370 F - 707.575.9820 daniel@streningarchitect.com

PROJECT SUMMARY

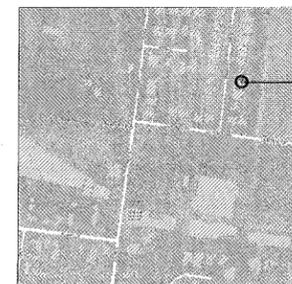
THIS APPLICATION IS FOR AN 'EXCEPTION' TO THE SETBACK REQUIREMENTS:
- PROJECT WILL BE WITHIN 25% OF COMPLIANCE, AND WILL BE
CONFORMING TO THE EXISTING PATTERN OF DEVELOPMENT.

UPON APPROVAL THE PROJECT WILL BE:
A RENOVATION OF AN EXISTING 1265 SF RESIDENCE.
PROJECT ALSO INCLUDES 230 SF OF ADDITION, AND FRONT AND REAR PORCHES.
INTERIOR REMODEL INCLUDES:
KITCHEN - DINING - LIVING
ADDITION OF 1 ADDITIONAL BEDROOM AND BATHROOM
(4 TOTAL BEDROOMS, 3 BATHROOMS UPON COMPLETION)
NEW DOORS AND WINDOWS.

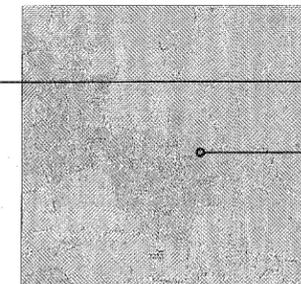
BUILDING INFORMATION

OCCUPANCY:	R-3
CONSTRUCTION TYPE:	TYPE V-B
SQUARE FOOTAGE:	(E) RESIDENCE: - 1265 SF (N) ADDITION: - 230 SF TOTAL SF UPON COMPLETION: - 1495 SF (N) DECK/PORCHES: - 375 SF

LOCATION MAP



VICINITY MAP



264 WILKING WAY
SONOMA, CA 95476

DEMOLITION NOTES

- ROOM BY ROOM DEMOLITION AS NOTED IN EACH ROOM ON PLANS. CONFIRM WITH ARCHITECT PRIOR TO COMMENCING WORK.
- SAVE (E) DOORS FOR RE-USE WHERE POSSIBLE. CONFIRM WITH ARCHITECT PARTICULAR DOOR POSSIBILITIES.

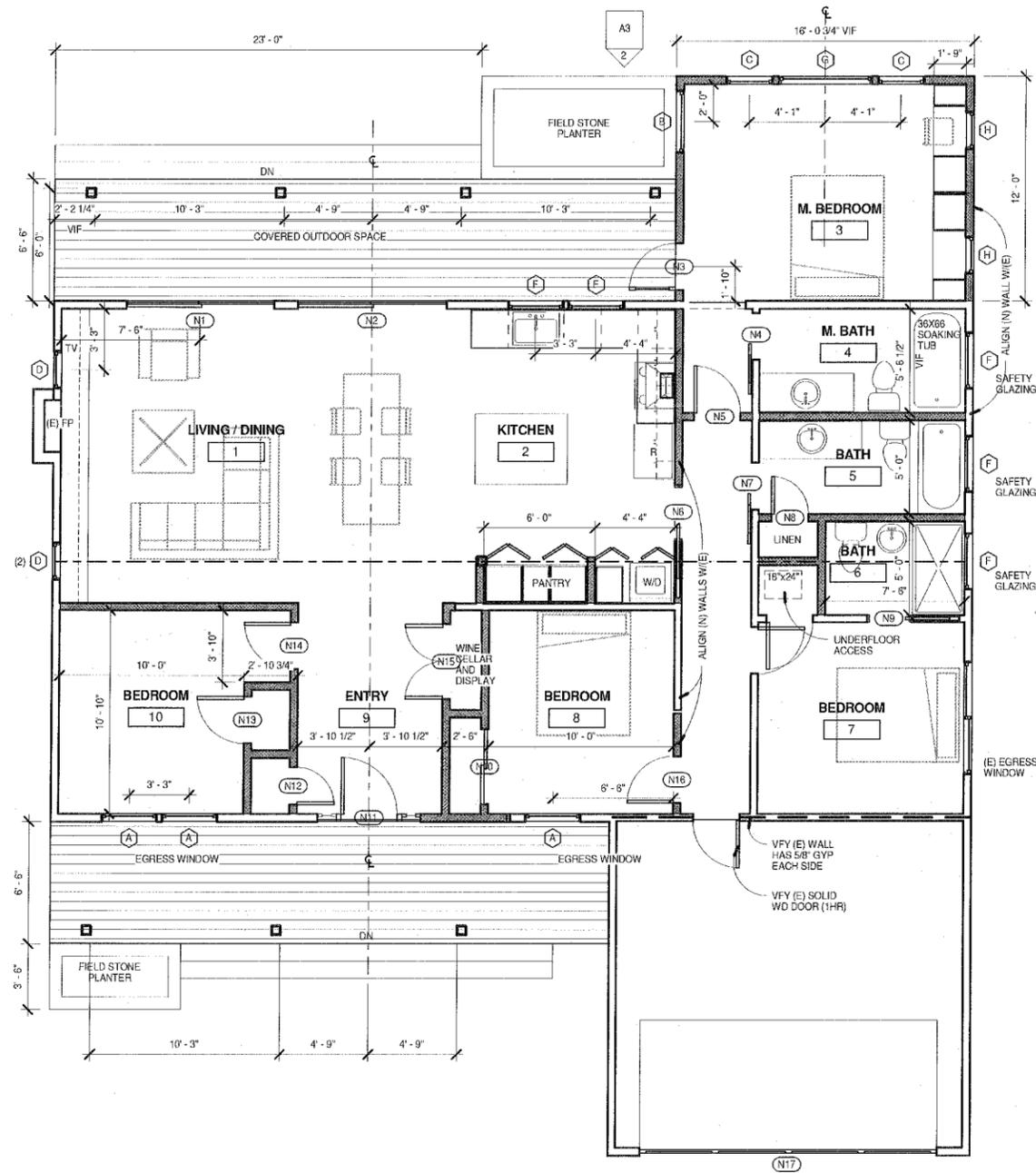
NEW PLAN NOTES

- (N) 1ST FLR CONDITIONED ADDITION PROVIDE FLOOR VENTILATION:
176 SF / 150 SF = 1.17 SF REQUIRED
PROVIDE:
(3) 12"X8" FLOOR VENTS (X 60%) = 1.35 SF > 1.17 SF
VERIFY (E) VENTING COMPLIES FOR REMODELED PORTION OF HOME.

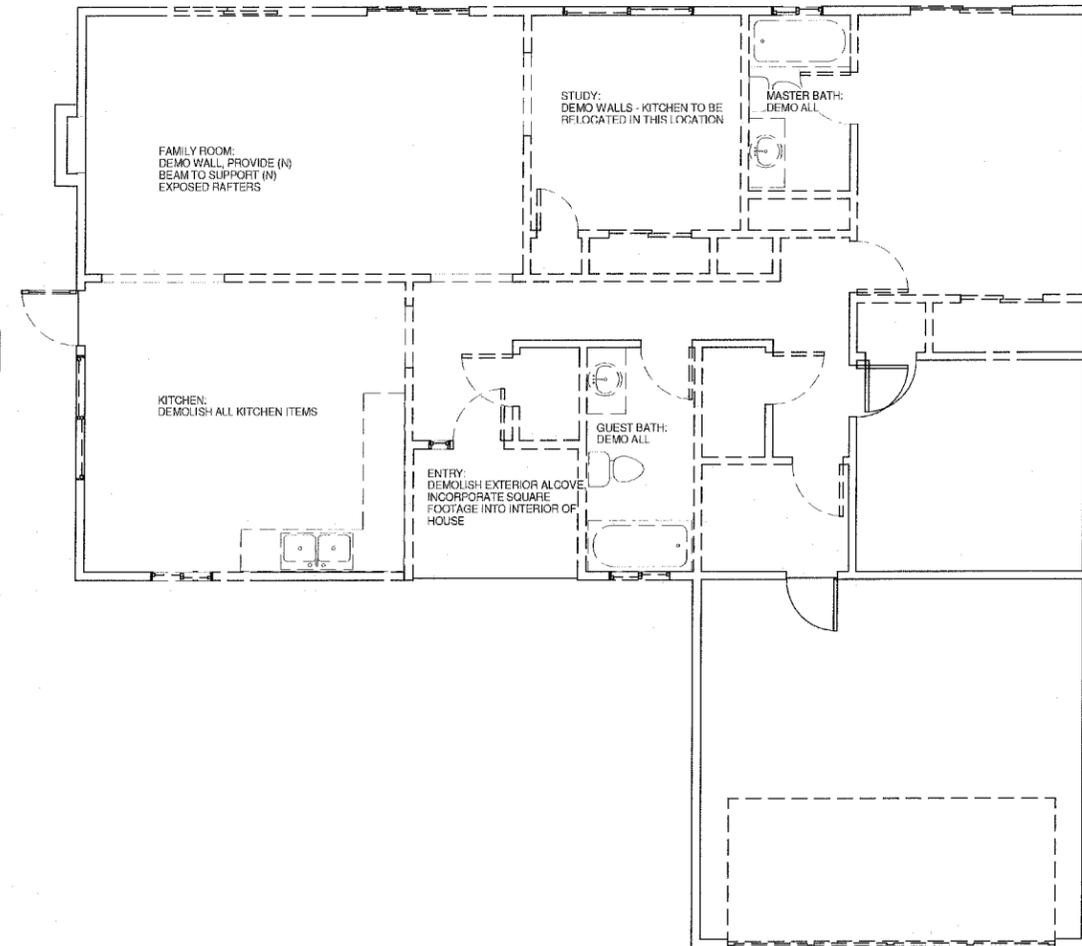
WALL NOTES / LEGEND

- ALL (N) AND RE-DONE INTERIOR GYP SURFACES TO BE LEVEL IV
 - ALL DIMENSIONS TO FACE OF FINISH, AND TO BE VERIFIED IN FIELD BASED ON EXISTING CONDITIONS.
 - SEE NOTES ON PLAN FOR MORE INFORMATION ABOUT WORK IN EACH ROOM.
- (E) WALL
 (E) WALL, MATERIAL OR OBJECT TO BE DEMOLISHED
 (N) WALL - ALL (N) WALLS 2X6, EXCEPT WALLS THAT NEED TO BE 2X4 TO ALIGN W/(E) WALLS.

DANIEL J. STRENING,
 ARCHITECT
 2027 NORDVYKE AVE.
 SANTA ROSA, CA 95401
 Tel 707.953.2370
 www.streningarchitect.com



2 NEW FLOOR PLAN
 1/4" = 1'-0"



1 DEMO PLAN
 1/4" = 1'-0"

RESIDENTIAL REMODEL

264 WILKING WAY
 SONOMA, CA 95476
 APN: 018-102-005

CLIENT
 ZOCCHI

REVISIONS

PROJECT NUMBER
 13-016
 ISSUE DATE
 01-21-14

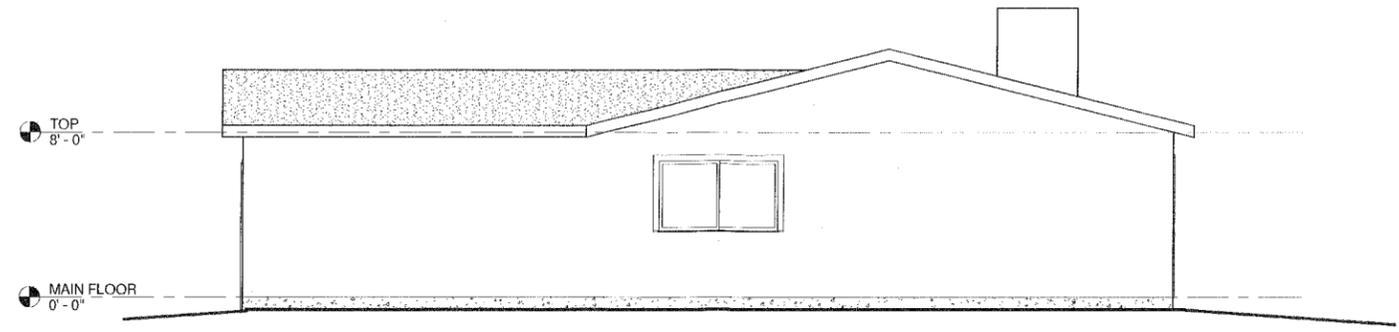
PLANNING
 SUBMITTAL

SHEET NAME
 DEMO & NEW
 PLAN

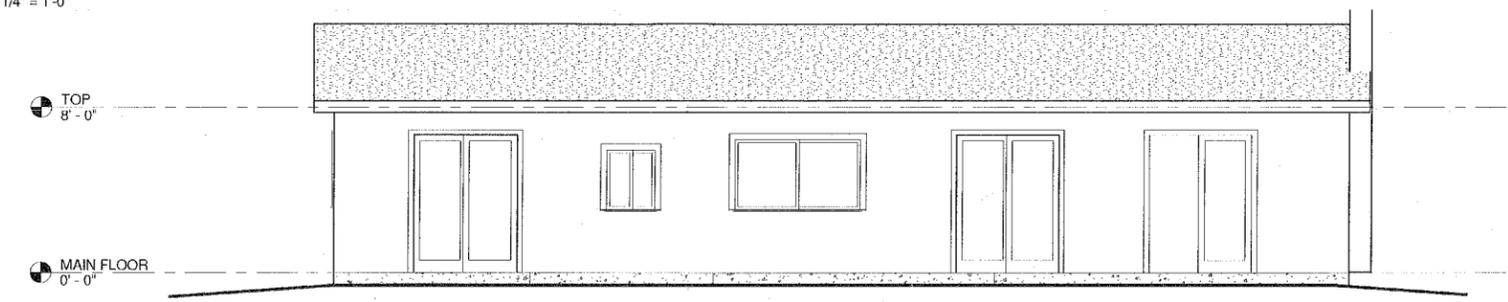
SHEET NUMBER
A1

JAN 30 2014

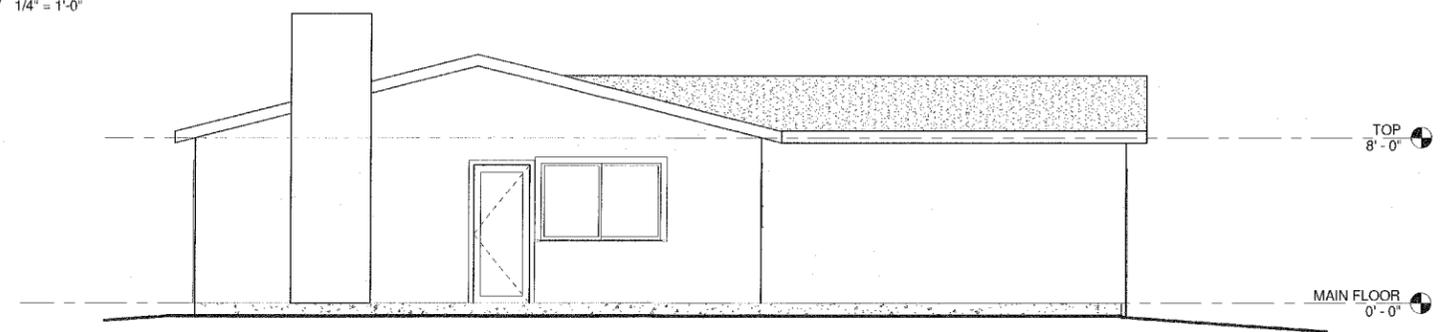
DANIEL J. STRENING,
 ARCHITECT
 2027 NORDYKE AVE.
 SANTA ROSA, CA 95401
 Tel 707.953.2370
 www.streningarchitect.com



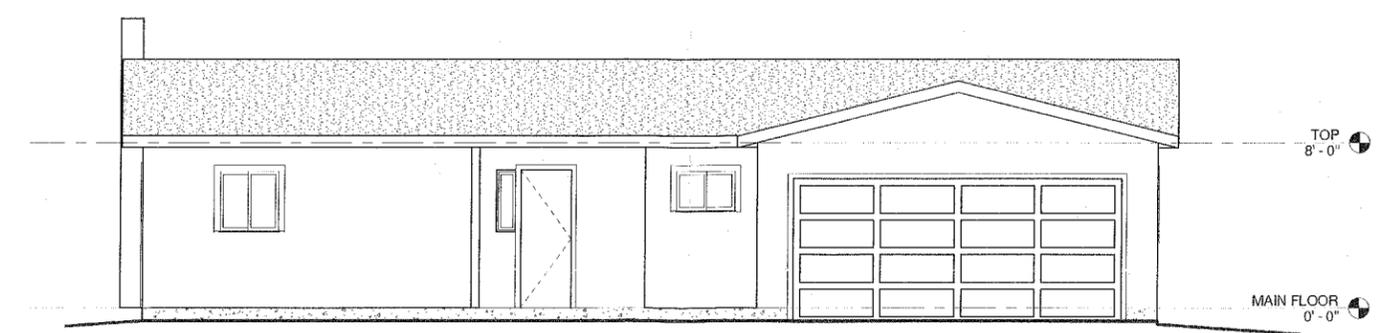
1 EXISTING SOUTH
 1/4" = 1'-0"



2 EXISTING EAST
 1/4" = 1'-0"



3 EXISTING NORTH
 1/4" = 1'-0"



4 EXISTING WEST
 1/4" = 1'-0"

RESIDENTIAL REMODEL

264 WILKING WAY
 SONOMA, CA 95476
 APN: 018-102-005

CLIENT
 ZOCH

REVISIONS

PROJECT NUMBER
 13-018
 ISSUE DATE
 01-21-14

**PLANNING
 SUBMITTAL**

SHEET NAME
**ELEVATIONS -
 EXISTING**

SHEET NUMBER
A2

JAN 30 2014

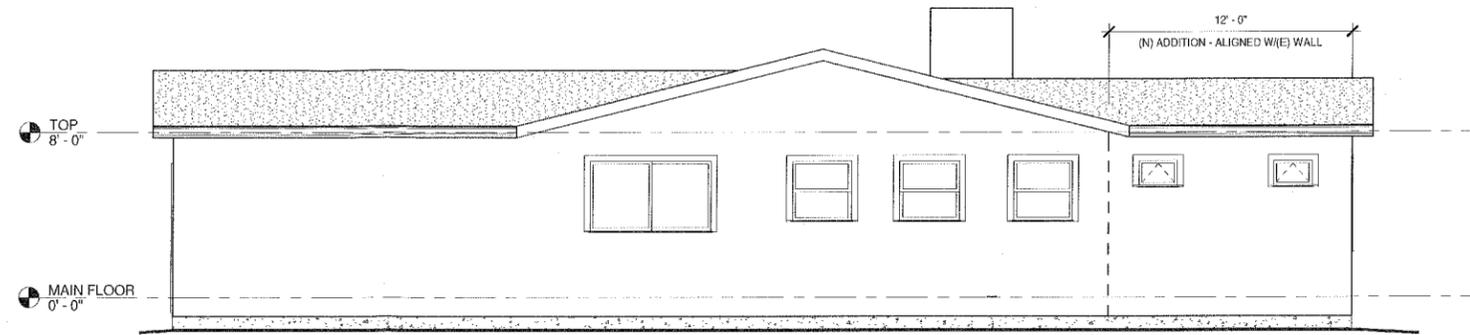
C:\Documents and Settings\strening\My Documents\Project Files\2014\2014-01-21-14\Residential Remodel.dwg

1/23/2014 10:04:01 AM

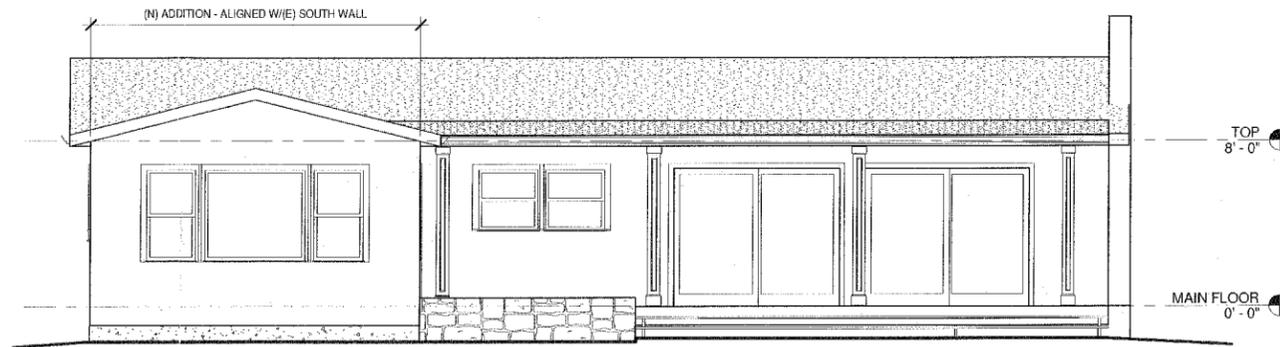
© THESE DRAWINGS ARE INSTRUMENTS OF SERVICE AND ARE THE SOLE PROPERTY OF DANIEL J. STRENING, ARCHITECT. ANY USE WITHOUT WRITTEN CONSENT IS PROHIBITED.

ELEVATION NOTES

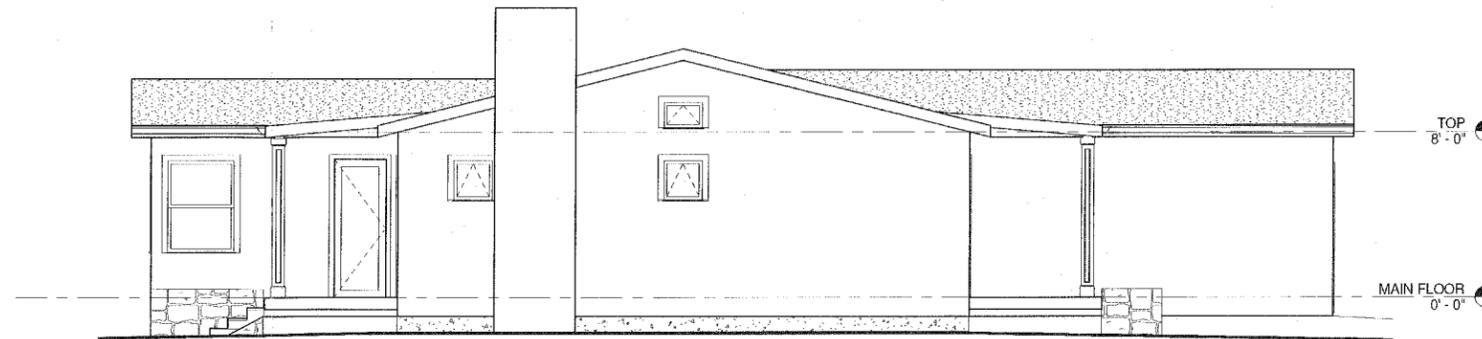
1. (N) EXTERIOR STUCCO ON ALL EXTERIOR OF RESIDENCE. (STUCCO TO BE 'SANTA BARBARA' OR 'CAT FACES' FINISH.)



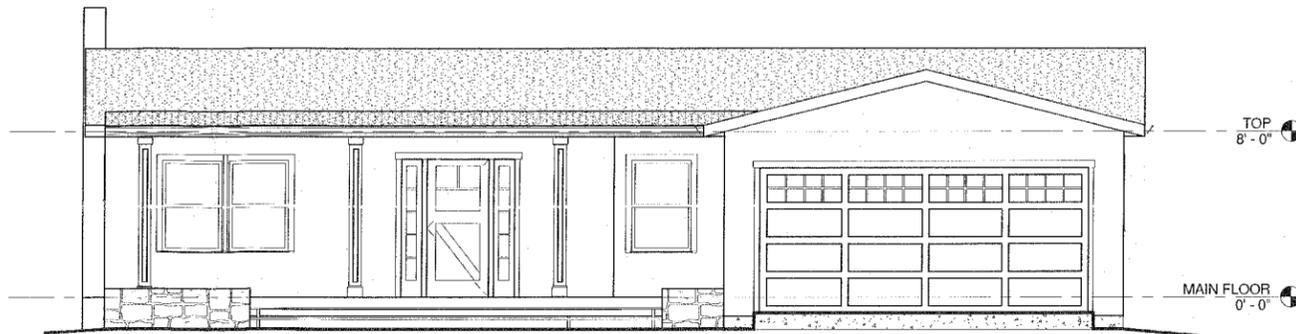
1 NEW SOUTH
1/4" = 1'-0"



2 NEW EAST
1/4" = 1'-0"



3 NEW NORTH
1/4" = 1'-0"



4 NEW WEST
1/4" = 1'-0"

DANIEL J. STRENING,
ARCHITECT
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www.streningarchitect.com



RESIDENTIAL REMODEL

264 WILKING WAY
SONOMA, CA 95476
APN: 018-102-005

CLIENT
ZOCCHI

REVISIONS

PROJECT NUMBER
13-016
ISSUE DATE
01-21-14

**PLANNING
SUBMITTAL**

SHEET NAME
**ELEVATIONS -
NEW**

SHEET NUMBER
A3

JAN 30 2014

Agenda Item Title: Application for an Exception to the accessory structure height standards to construct a second floor residential accessory room over an existing detached garage.

Applicant/Owner: James Douglas McCalla/James and Larissa McCalla

Site Address/Location: 725 East Napa Street

Staff Contact: Rob Gjestland, Senior Planner
Staff Report Prepared: 3/4/14

PROJECT SUMMARY

Description: Application of James Douglas McCalla for an Exception to the accessory structure height standards to construct a second floor residential accessory room over an existing detached garage at 725 East Napa Street.

General Plan Designation: Sonoma Residential (SR)

Planning Area: Central-East Area

Zoning: **Base:** Sonoma Residential (R-S) **Overlay:** None

Site Characteristics: The subject property is a ±6,600-square foot parcel located within the Chiotti-Setzer Subdivision (aka Remembrance) on the south side of East Napa Street in proximity to Sixth Street East. The parcel is currently developed with a single-family home and detached two-car garage.

Surrounding Land Use/Zoning: **North:** Single-family home/RR2 (County Zoning)
 South: Single-family home/Sonoma Residential
 East: Triplex/Sonoma Residential
 West: Vacant lot/Low Density Residential

Environmental Review:

<input checked="" type="checkbox"/> Categorical Exemption	<input type="checkbox"/> Approved/Certified
<input type="checkbox"/> Negative Declaration	<input checked="" type="checkbox"/> No Action Required
<input type="checkbox"/> Environmental Impact Report	<input type="checkbox"/> Action Required
<input type="checkbox"/> Not Applicable	

Staff Recommendation: Commission discretion.

PROJECT ANALYSIS

DETAILED PROJECT DESCRIPTION

The project involves constructing of a second floor accessory room over an existing detached garage on a residential property. The proposed accessory room would have an area of ±525 square feet (21' by 25') and is intended for use as a sewing room. The second floor addition would increase the maximum height of the structure from 15 to 19.5 feet measured to the roof peak. The architectural design would be consistent with the Craftsman style of the residence, utilizing similar windows, siding, shingle accents, and exterior colors. The garage is currently located in the southeast corner of the property setback five feet from the side (east) property line and eight feet from the rear (south) property line. Detached accessory structures within rear yard areas are subject to specific height restrictions, essentially limiting them to one-story. The applicant is requesting an Exception from these standards for the second floor addition. Further details can be found in the attached project narrative.

GENERAL PLAN CONSISTENCY (Not Applicable to this Project)

The property is designated Sonoma Residential by the General Plan. This designation has three purposes: 1) to ensure a variety of unit types and lot sizes in new development, 2) to provide sufficient flexibility in site planning and design to allow individual developments to respond to site and neighborhood conditions, and 3) to ensure a range of housing prices and living opportunities for middle-income households. The project does not raise any significant issues in terms of consistency with the goals and policies of the *City of Sonoma 2020 General Plan*. However, the findings for approval of an Exception must be evaluated carefully.

DEVELOPMENT CODE CONSISTENCY (Not Applicable to this Project)

Use: The property is zoned Sonoma Residential (R-S). Residential accessory structures are permitted in the R-S zone subject to certain height and setback standards.

Detached Accessory Structures: Under the approved design guidelines for the Chiotti-Setzer Subdivision (which differ somewhat from the standards set forth in the Development Code), detached accessory structures not exceeding 10 feet in height at the exterior wall line, 14 feet in height within 10 feet of any property line, and 18 feet at the highest point of the roof, shall not be placed closer than five feet to a side or rear property line. The existing two-car garage conforms to those standards but would exceed the height limits of the subdivision design guidelines and City regulations with the second floor addition. Accordingly, the applicant is requesting an Exception from the accessory structure standards.

Lot Coverage: The maximum lot coverage for the property is 40% of the total lot area pursuant to the approved design guidelines. The proposed development would not increase lot coverage as the addition would occur over an existing garage.

Design Review: Detached residential accessory structures developed in conjunction with an existing primary residence are exempt from architectural review by the Design Review Commission (§19.54.080.B.1).

Setback Exception Approval: Pursuant to Development Code Section 19.48.050.A.1, the Planning Commission may grant exceptions from height standards, provided that the following findings can be made:

1. *The adjustment authorized by the Exception is consistent with the General Plan, any applicable Specific Plan, and the overall objectives of this Development Code;*

The accessory residential use associated with the height exception request is consistent with the property's Sonoma Residential land use designation and zoning.

2. *An exception to the normal standards of the Development Code is justified by environmental features or site conditions; historic development patterns of the property or neighborhood; or the interest in promoting creativity and personal expression in site planning and development;*

The Chiotti-Setzer subdivision was initially designed and approved by the Planning Commission with two second dwelling units over detached garages on Lots 9 and 10 (these were to address inclusionary affordable housing requirements). All other detached garages in the subdivision are one-story, consistent with the subdivision design guidelines. The Planning Commission has also approved a number of second units over detached garages within the Armstrong Estates subdivision to the west. However, conditions within that subdivision differ somewhat in that the lots are much larger, greater setbacks are required between buildings, and design guidelines for that development provide a greater allowance for two-story accessory structures. So while there are some examples in the neighborhood, the circumstances between the two subdivisions are different. The subject property is also a conforming, rectangular lot without any unique environmental features or site constraints. Accordingly, in staff's view the request relates more to applicant's desire and interest in providing this additional space and use of their property, which is a basis that can be considered in review of an Exception request.

3. *Granting the Exception will not be detrimental to the public health, safety, or welfare, or injurious to the property or improvements in the vicinity and in the same zoning district.*

The height limits for detached accessory structures in proximity to side and/or rear lot lines are intended to minimize impacts on neighboring properties. In this case, given the location of the existing garage in the southeast corner of the parcel, a second floor addition has the potential to restrict light and introduce visual building mass and privacy concerns where adjoining and overlooking the private rear yards of the two residential units to the east and south. That being said, the second floor addition has been designed to be as low as practical. Further, there are two redwood trees on the property to the south for screening and, as an accessory room (in contrast to a second dwelling unit), the second-floor addition would not be expected to be inhabited or used on a continuous basis. In addition, the applicant has engaged a number of neighbors about the proposal, including those on the adjoining properties to the east and south and there appear to be no objections (staff received an email from the adjoining neighbor to the south confirming this).

CONSISTENCY WITH OTHER CITY ORDINANCES/POLICIES (Not Applicable to this Project)

ENVIRONMENTAL REVIEW (Not Applicable to this Project)

Pursuant to Section of 15303 of the State CEQA Guidelines, construction of an accessory structure on a residentially zoned parcel is considered Categorical Exempt from the provisions of CEQA (Class 3 – New Construction or Conversion of Small Structures).

DISCUSSION OF PROJECT ISSUES

Exception Findings: As reflected above, staff has some difficulty making the Exception findings related to physical conditions. However, the Planning Commission has very broad discretion in review of an Exception request (versus a Variance) and the neighbor support can weigh heavily in this regard.

RECOMMENDATION

Staff appreciates that the design of the second-floor addition is as low-profile as possible given the nature of the project and the fact that the applicant has reached out to neighbors and has received no objections to date. That said, this proposal is different for the Chiotti-Setzer subdivision and staff has some concern about setting a precedent in this neighborhood. Accordingly, staff recommends commission discretion. Draft conditions of approval have been included if the Planning Commission chooses to approve the Exception.

Attachments

1. *Findings*
2. *Draft Conditions of Approval*
3. *Location Map*
4. *Assessor's Parcel Map*
5. *Project Narrative*
6. *Correspondence*
7. *Aerial Photo & Photo of Residence*
8. *Proposed Site Plan, Floor Plans and Building Elevations*

cc: James Douglas McCalla
725 East Napa Street
Sonoma, CA 95476

Norm Oliver
2403 Warm Springs Rd.
Glen Ellen, CA 95442

City of Sonoma Planning Commission
FINDINGS OF PROJECT APPROVAL
McCalla Detached Accessory Structure Exception – 725 East Napa Street

March 13, 2014

Based on substantial evidence in the record and upon consideration of all testimony received in the course of the public review, including the public review, the City of Sonoma Planning Commission finds and declares as follows:

Exception Approval:

1. The adjustment authorized by the Exception is consistent with the General Plan, any applicable Specific Plan, and the overall objectives of this Development Code;
2. An exception to the normal standards of the Development Code is justified by environmental features or site conditions; historic development patterns of the property or neighborhood; or the interest in promoting creativity and personal expression in site planning and development;
3. Granting the Exception will not be detrimental to the public health, safety, or welfare, or injurious to the property or improvements in the vicinity and in the same zoning district.

City of Sonoma Planning Commission
CONDITIONS OF PROJECT APPROVAL
McCalla Detached Accessory Structure Exception – 725 East Napa Street

March 13, 2014

1. The project shall be constructed in conformance with the approved site plan, floor plan, and building elevations, except as modified by these conditions.

Enforcement Responsibility: Planning Department; Building Department
Timing: Prior to issuance of a building permit; Prior to final occupancy

2. All Building Department requirements shall be met, including Building Code requirements related to compliance with CALGreen standards. A building permit shall be required.

Enforcement Responsibility: Building Department
Timing: Prior to construction

3. All Fire Department requirements shall be met, including the provision of fire sprinklers if necessary.

Enforcement Responsibility: Fire Department; Building Department
Timing: Prior to issuance of a building permit; Prior to final occupancy

4. The following agencies must be contacted by the applicant to determine permit or other regulatory requirements of the agency prior to issuance of a building permit, including the payment of applicable fees:

- a. *Sonoma Valley Unified School District* [For school impact fees]

Enforcement Responsibility: Building Department
Timing: Prior to issuance of a building permit

Vicinity Map



Project Summary

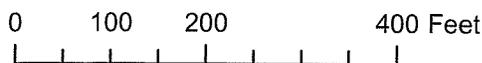
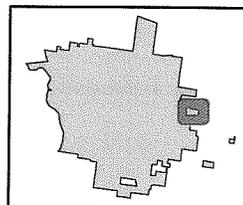
Project Name: McCalla Height Exception
Property Address: 725 East Napa Street
Applicant: James Douglas McCalla
Property Owner: James and Larissa McCalla
General Plan Land Use: Sonoma Residential
Zoning - Base: Sonoma Residential
Zoning - Overlay: None

Summary:

Application for an Exception to the accessory structure height standards to construct a second floor residential accessory room over an existing detached garage.

Zoning Designations

- R-HS Hillside Residential (1 D.U./10 acres, maximum)
- R-R Rural Residential (2 D.U./acre, maximum)
- R-L Low Density Residential (2-5 D.U./acre)
- R-S Sonoma Residential (3-8 D.U./acre)
- R-M Medium Density Residential (6-10 D.U./acre)
- R-H High Density (9-12 D.U./acre)
- R-O Housing Opportunity (15-20 D.U./acre)
- R-P Mobile Home Park (7 D.U./acre, maximum)
- MX Mixed Use (12 D.U./acre, maximum)
- C Commercial (15 D.U./acre, maximum)
- C-G Commercial-Gateway (15 D.U./acre, maximum)
- W Wine Production
- P Public Facility
- Pk Park
- A Agriculture



1 inch = 200 feet

ARMSTRONG ESTATES

REC. 7-13-93 IN BK. 511 MAPS, PGS. 7-13

CHIOTTI/SETZER SUBDIVISION UNIT ONE

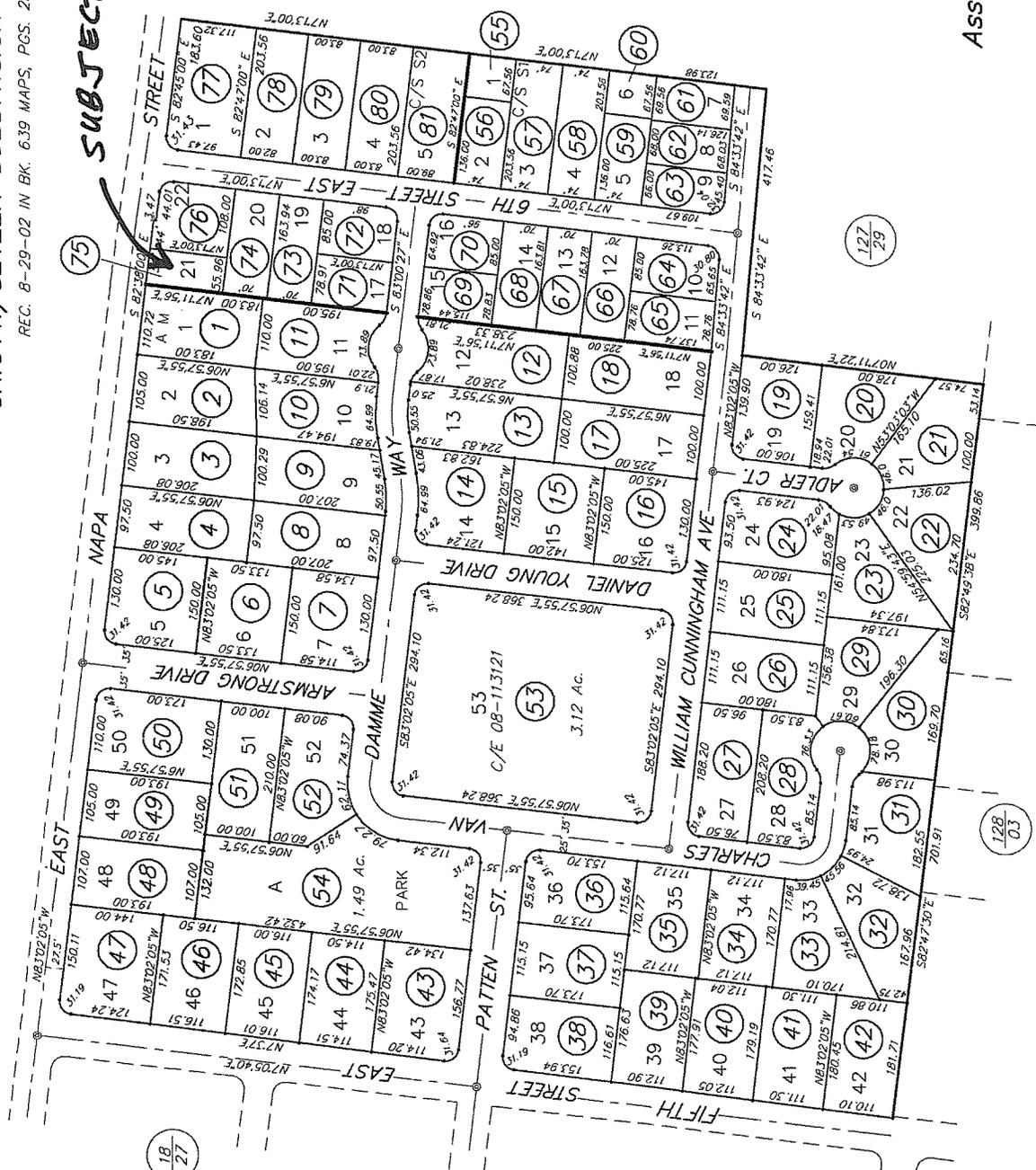
REC. 8-29-02 IN BK. 639 MAPS, PGS. 21-22

CHIOTTI/SETZER SUBDIVISION UNIT TWO

REC. 8-29-02 IN BK. 639 MAPS, PGS. 23-24

SUBJECT PROPERTY

SCALE: 1" = 200'



REVISED
9-9-02=81 KB
9-24-02=Corr. KB
9-24-02=Corr. KB
9-24-02=Corr. KB
03-09-09=C/E NUF

Assessor's parcels do not necessarily
legal lots. To verify legal parcel status,
in the appropriate city or county
development or planning division.

THIS MAP WAS PREPARED FOR
PURPOSES ONLY. NO
IS ASSUMED FOR THE
OF THE DATA DELINEATED

Assessor's Map Bk. 127, Pg. 127
Sonoma County, Calif.
KEY 8-9-93=54 KAT

EXCEPTION NARRATIVE

James Douglas and Larissa Ann McCalla
725 East Napa Street
Sonoma, CA 95476

The property currently located at 725 East Napa Street consists of an approximately 2,000 square foot three bedroom, two-and-a-half bath single-family home with a detached two-bay 15-foot high garage in the Remembrance Subdivision, (Lot 21), which centers mainly on 6th Street East. The homeowners, Doug and Larissa, desire to add a second story to the garage to add much needed square footage (approximately 400 square feet) for a loft-style, open plan sewing room with a small bathroom, small refrigerator, and utility sink.

In this neighborhood, City of Sonoma height restrictions allow for a 15-foot high accessory building such as a garage. The proposed drawing by Designer Norm Oliver (see attached) depicts a 19.5-foot high building, which is 30 percent higher than the 15-foot highpoint allowed. The 4.5 extra feet represent the maximum exception possible under City of Sonoma guidelines and the minimum space possible to adequately build a usable second story (lowest point interior walls will have only 7-foot ceilings).

The surrounding neighborhood contains many detached garages with usable second story living spaces above them. The Remembrance Subdivision itself contains at least two detached garages with full second story living spaces above them, which both appear to be higher than 19.5 feet, estimated at 30 feet high each. The proposed project will very closely match the Craftsman main house (same style windows, same shingles, siding, paint, and trim) and will unobtrusively fit within the neighborhood aesthetic.

The extra height above the garage will not affect adjacent homeowners' view corridors as the house (Lot 20) directly behind the garage is approximately 35 feet high and the detached garage to the east, which already is behind a 30-foot high two-story building, (Lot 22), is approximately 18 feet high. The proposed project is not out of character with either the height or density already existing in the rest of the neighborhood. In fact, because of the heights of the surrounding buildings, the McCalla garage sits in somewhat of a hole. The adjacent empty lot directly to the West of the McCalla property, when built, has a 35-foot height restriction.

The adjacent neighbors contacted so far at Lots 20 and 22 do not oppose the height exception and project as proposed after speaking with Doug and Larissa and reviewing the drawing.

RECEIVED

FEB 21 2014

CITY OF SONOMA

EXCEPTION NARRATIVE SUPPLEMENT

James Douglas and Larissa Ann McCalla
725 East Napa Street
Sonoma, CA 95476

February 21, 2014

This additional information supplements the Exception Narrative submitted previously on February 14, 2014, for the proposed garage addition at the property located at 725 East Napa Street.

Doug McCalla visited with neighbors to show them the drawing and plan and visit with them regarding the proposal. Each of the residents contacted voiced no objection to the addition. The Remembrance Subdivision neighbors visited so far included those at Lots 1, 3, 5, 16, 19, and 22. Both neighbors across East Napa Street, to the North, also did not object. Doug McCall has attempted several times to speak with the residents of Lot 20, the neighbor directly to the South, but apparently they are out of town, and Doug will keep trying to visit with them.

Rob Gjestland

From: Tamra Rollins <tamra@pacatocircle.com>
Sent: Friday, February 28, 2014 11:41 AM
To: Rob Gjestland
Cc: j.douglas.mccalla@gmail.com; Tony Rollins
Subject: McCalla Exception

We have no objections to the proposed McCalla project

----- Forwarded Message -----

From: J. Douglas McCalla <j.douglas.mccalla@gmail.com>
To: "tamra@pacatocircle.com" <tamra@pacatocircle.com>
Sent: Friday, February 28, 2014 12:40 PM
Subject: proposed addition

Tamra:

I just received a phone call from the City of Sonoma planning office and they have ask if you would mind sending them an email stating that you have no objection to our proposed project. I hate to bother you with all of this, but an email response to the planning office would be very much appreciated by us.

The email address is: robg@sonomacity.org. The subject should be McCalla exception. They have also told me that we need to have the file completed before March 7, 2014.

Thank you in advance for your help and we look forward to seeing you back in the neighborhood soon.

Best regards,

Doug McCalla





Agenda Item Title: Application for a fence height exception.

Applicant/Owner: John McConaghy

Site Address/Location: 620 Este Madera

Staff Contact: David Goodison, Planning Director
Staff Report Prepared: 03/06/14

PROJECT SUMMARY

Description: Application of John McConaghy for an exception from the fence height standards to allow a 7'-9" tall solid fence on the property located at 620 Este Madera Court.

General Plan Designation: Low Density Residential

Zoning: **Base:** Low Density Residential (R-L) **Overlay:** None

Site Characteristics: The property is a ±10,890 square foot parcel located on the north side of Este Madera Court. The property is developed with a one-story residence.

Surrounding Land Use/Zoning:
North: Single-family home/Low Density Residential (R-L)
South: Single-family home/Low Density Residential (R-L)
East: Single-family home/Low Density Residential (R-L)
West: Single-family home/Low Density Residential (R-L)

Environmental Review:

<input checked="" type="checkbox"/> Categorical Exemption	<input type="checkbox"/> Approved/Certified
<input type="checkbox"/> Negative Declaration	<input checked="" type="checkbox"/> No Action Required
<input type="checkbox"/> Environmental Impact Report	<input type="checkbox"/> Action Required
<input type="checkbox"/> Not Applicable	

Staff Recommendation: Approve, subject to conditions.

PROJECT ANALYSIS

DETAILED PROJECT DESCRIPTION

The subject property is a single-family located in the interior of the Este Madera subdivision. Because of its location on a cul-de-sac and the overall design of Este Madera, it has something of a “pie” shape and, at 10,890 square feet it is relatively large. The property features a large driveway apron on the south in because the garage entrance is on the side, rather than the front. The fences in question, which are described in greater detail below, were installed by the property owner as a replacement of existing fences that had become deteriorated. When it was confirmed that portions of the fences did not comply with the normal height limits on fences, the property owner filed an application for an Exception. The recently-installed fences may be described in terms of the following segments:

- 1) A 17-foot length of fence, approximately 3'-9" extending from the sidewalk along the rear property line adjacent to the driveway apron.

This segment does not comply with fence height regulations in that the maximum height of a fence within the 20-foot front-yard setback is 3.5 feet.

- 2) A 50-foot length of fence, 6 feet in height, that begins 17 feet from the sidewalk and extends along the rear property line adjoining the driveway to a point parallel to the edge of the garage.

This segment does not comply with fence height regulations in it extends three feet into the 20-foot front yard setback.

- 3) A 7'-10" high fence that extends from the edge of the garage to the rear property line and then turns to extend along the property line adjoining the back yard to connect with an existing 7'-10" high fence that continues along the rear property line.

This segment does not comply with fence height regulations in that although fences as tall as eight feet are allowed outside of the front yard setback, the City standard is for the solid portion to be limited to seven feet, with an allowance for an additional one-foot trellis.

All of the fences are constructed of redwood. According to the property owner, segments 2 and 3 replaced existing fences that had become dilapidated. In the case of segment 2, the former fence was a grape-stake design and of a height of approximately 6 feet. Segment 3 was a 7'-10' height fence of the same height and design as the replacement fence. (This seems evident as it connects to an existing fencing of identical design further along the rear property line the north.)

GENERAL PLAN CONSISTENCY (**Not Applicable to this Project**)

The property is designated Low Density Residential by the General Plan, which permits single-family homes and related accessory structures. The proposal does not raise any issues in terms of consistency with regard to General Plan goals and policies.

DEVELOPMENT CODE CONSISTENCY (**Not Applicable to this Project**)

The only provisions of the Development Code relevant to this application are those related to fence heights and exceptions to the normal fence height standards.

Fence Height Requirements: A 20-foot front/street side yard setback is required within the R-L zoning district. Fences within required front/street side yards are limited to a maximum height of 3.5 feet, unless the Planning Commission approves an exception from the fence height standards. Outside of the front yard setback, the normal maximum height is seven feet solid with a one-foot trellis. In order to approve an exception to these standards, the Planning Commission must make four findings. In reviewing these findings as they pertain to the subject application, staff focuses on Segment 3, but the other segments are addressed when relevant.

1. *The fence will be compatible with the design, appearance, and physical characteristics of the site and other existing structures in the surrounding neighborhood;*

The fences that comprise segment 3 are identical in design to the rear yard fences found throughout the Este Madera subdivision. In addition, this segment, according to the property owner, replaces existing fences of the same design and at the same location. Staff has no evidence to suggest that this is not the case (and the only area where this might be in question is the portion that links the garage to the property line fence).

2. *The height, orientation, and location of the fence/wall is in proper relation to the physical characteristics of the site and surrounding properties;*

The fact that the replacement fences are of the same design as found elsewhere in the Esta Madera subdivision would seem to suggest that they in proper relation to their surroundings.

3. *The fence/wall is a planned architectural feature and does not dominate the site or overwhelm adjacent properties, structures, or passersby;*

All of the fences are built of redwood and are of a sound design and construction. The replacement fences follow the design used elsewhere in the subdivision for rear-yard fences. The most visually obvious portion of this fence is the connection between the garage and the property line fence. This element has a length of 13 feet and is set back 54 feet from the sidewalk. Although this portion of the fence is certainly visible, it cannot be said to visually dominate the site (much less adjacent properties) and, due to its setback, it does not have any impact on pedestrians.

4. *The fence/wall will be of sound construction and located so as not to cause a safety hazard.*

All of the fences are of sound construction. Only segment 1, which adjoins the driveway apron, raises any possible safety issue. Although it is somewhat high, it is staff's view that expansive size of the driveway apron and the manner in which cars enter and back out from the garage through the side, make it unlikely to constitute a safety hazard.

To summarize, it is staff's view that the required findings for a fence height exception may be made for the replacement fences.

CONSISTENCY WITH OTHER CITY ORDINANCES/POLICIES (Not Applicable to this Project)

ENVIRONMENTAL REVIEW (Not Applicable to this Project)

Pursuant to Section of 15303 of the State CEQA Guidelines, construction of accessory structures, including fences, are categorically exempt from the provisions of CEQA (Class 3 – New Construction).

DISCUSSION OF PROJECT ISSUES

Findings for a Fence Height Exception. The primary issue in the review of this application is conformance with the findings required for the approval of a fence height exception. In staff's view, the replacement fencing, which, again, is of the same design as originally installed and as used elsewhere in the Este Madera development. For that reason it is clearly compatible visually with its surroundings and, as discussed above, all of the other findings necessary to approve a fence height exception can be made for those fences. Segment 2, which has a height of six feet, intrudes minimally into the front yard setback. Because it is perpendicular to the street and set back 17 feet from the back of the sidewalk, it does not raise any visual or design issues in staff's view. With regard to segment 1, staff recommends that it be reduced to a height of 3.5 feet. Although it is unlikely to create sight distance issues, there are not many examples like it in the Este Madera subdivision and there seems to be no good reason not to bring it into compliance.

RECOMMENDATION

Staff has the following recommendations with respect to this application:

1. Approve a fence height exception for the segments 2 and 3 (the replacement fences).
2. Require that segment 1 be reduced to a height of 3.5 feet.

Attachments

1. Location map
2. Project Narrative (including neighbor correspondence)
3. Site Plan
3. Photographs

cc: John MacConaghy
19875 Seventh Street East
Sonoma, CA 95476

DRAFT

City of Sonoma Planning Commission
FINDINGS OF PROJECT APPROVAL
MacConaghy Fence Height Exception – 620 Este Madera

March 13, 2014

Based on substantial evidence in the record and upon consideration of all testimony received in the course of the public review, including the public review, the City of Sonoma Planning Commission finds and declares as follows:

Findings for an Exception to the Fence Height Standards

1. The fences will be compatible with the design, appearance, and physical characteristics of the site and other existing structures in the surrounding neighborhood;
2. The height, orientation, and location of the fences are in proper relation to the physical characteristics of the site and surrounding properties;
3. The fences are a planned architectural feature and does not dominate the site or overwhelm adjacent properties, structures, or passersby; and
4. The fences are be of sound construction and located so as not to cause a safety hazard.

DRAFT

City of Sonoma Planning Commission
CONDITIONS OF APPROVAL
MacConaghy Fence Height Exception – 620 Este Madera

March 13, 2014

1. The project shall be implemented in conformance with the approved site plan and elevations, except that the following modifications shall be required:
 - a. The portion of the fence closest to the sidewalk, having a height of 3'-9' shall be reduced to a height of 3'-6".



620 Este Madera
MacConaghy Fence Height Exception

620 Este Madera Ct. Sonoma, CA – Project Narrative.

Owner and Applicant – John H. MacConaghy & Jean Barnier.

I recently acquired this property from my deceased Mother's estate, who purchased it with my deceased Father in 1988. Before they bought the home, the former owner and the adjoining neighbors built a 7'10" solid redwood plank fence along the North side of the property. There was also a shorter, grapestake fence along the North side of the driveway of the home.

Although my Mother kept up the home well into her 80s, by the time we acquired it in the Summer of 2013, a large portion of this fence was rotted out and falling down. In the case of the grapestake fence along the driveway it had completely collapsed due to the weight of an old jasmine shrub, enabling aggressive dogs owned by the neighbors on the other side of the fence to escape.

We hired Arbor Fence Co to replace the redwood plank portion of the fence exactly as it was. They also built a new, shorter redwood plank fence along the exact line where the prior grapestake fence was located.

The work performed is shown on the photos contained in the attached thumb drive.

Prior to performing the work, we notified the neighbors of what we were doing. See attached. None complained, or asked to see any plans.

We sincerely apologize for not obtaining a permit for this work, but did not believe one was necessary, since we thought this was just ordinary maintenance.

We believe that the portion of the fence running along the driveway, as shown in the attached photos, is code compliant because it is all 6' or less in height.

Although the remainder of the fence is a solid structure 7'10" high, we believe this 10" variance should be allowed, because, as is also shown in the attached photos, it matches exactly the existing fencing structures maintained by our adjacent neighbors. If we were to shave 10" off the new fence, both Ms. Sugarman -- our neighbor to the rear of us -- and ourselves would have an uneven, incongruous fence line.

A "before" version of the site is shown on the attached Google Map printout. The Section marked "Existing" is unchanged. The section marked "A" is the new 6' fence along the driveway. The Section marked "B" is the replacement 7'10" section.

Thank you for your consideration.

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FEB 25 2014

CITY OF SONOMA

620 Este Madera

Application of John MacConaghy and Jean Barnier for Conditional Use Permit – Fence Construction

Summary of Evidence to Support Required Findings for Conditional Use Permit:

“1. That the fence will be compatible with the design, appearance and physical characteristics of the existing structures in the surrounding neighborhood.”

Supporting evidence –

Virtually every single home in the Este Madera subdivision uses solid redwood planking as a fence material, and it is evident that this dates back to the original development and construction of the subdivision in the early 70s. As to the height of this particular fence, to the extent that it exceeds the 7' limit, it matches **exactly** the height and construction of the **pre-existing fences** maintained by the 4 neighbors on the North and the East borders of the subject property, as is shown by the attached photos.

“ 2. That the height, orientation, and location of the fence is in proper relation to the physical characteristics of the site and the surrounding properties.”

Supporting evidence –

See above. Again, to the extent there is new construction here, the new fence matches exactly the old fence which was on the property at the boundary lines with the various neighbors for over 30 years.

“3. That the fence will be a planned architectural feature and would not dominate the site or overwhelm the surrounding properties, structures, or passersby.”

Supporting Evidence –

The fence has been “tapered”. It is 7' 10” at the back of the property (minimally visible from the street), but then the height drops to 6' as it goes out the driveway, and then 3'9” as it approaches the street.

“4. That the fence will be of sound construction and located so as not to cause a safety hazard.”

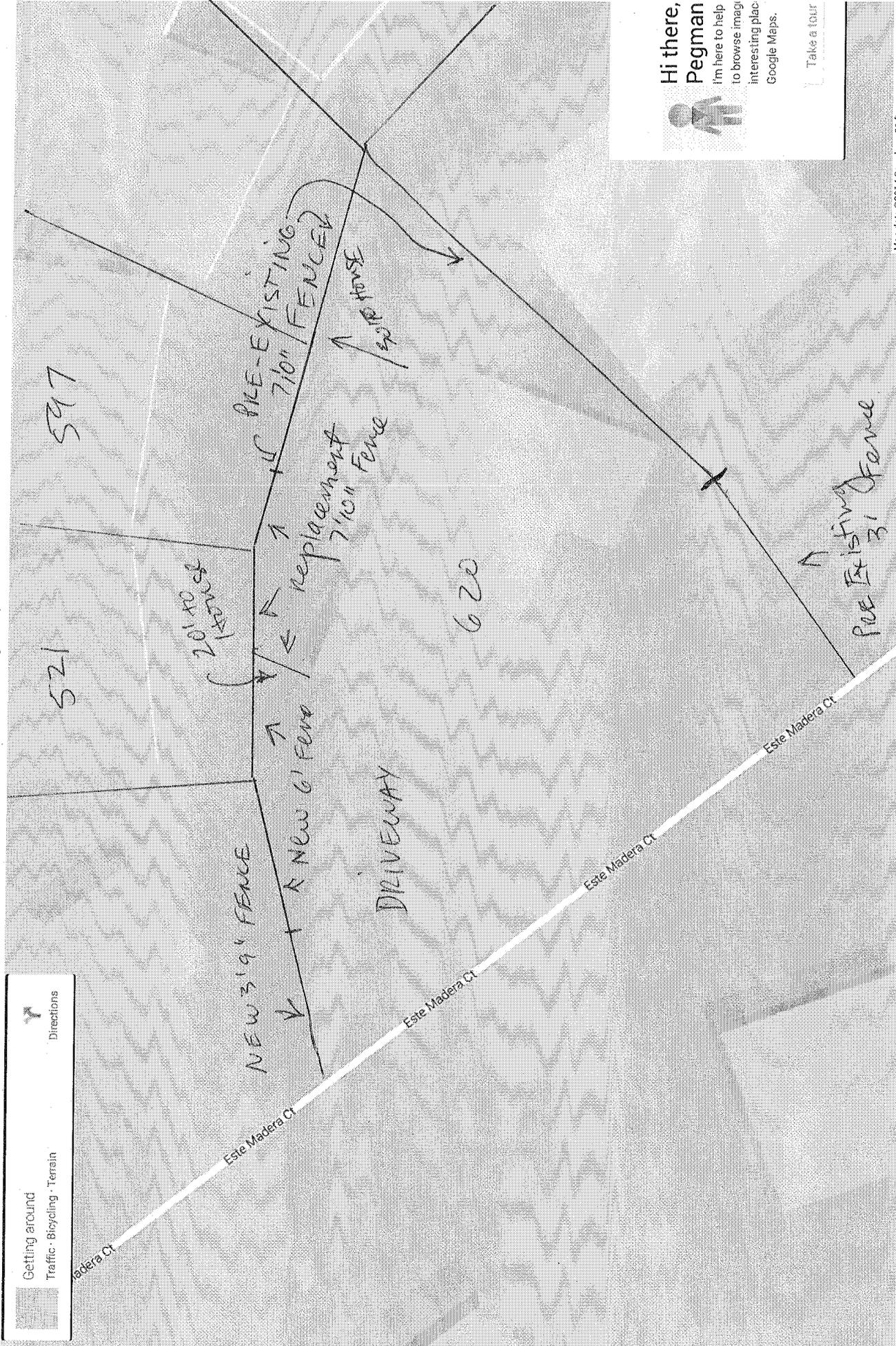
Supporting Evidence –

The fence was constructed by Arbor Fence Co., a licensed contractor. The posts are set in concrete and the posts and the baseboards are pressure-treated rot resistant lumber. The new fence is square, plumb, and level. The old fence which it replaced was a safety hazard because the posts were rotted and the fence was falling down.

Google

To see all the details that are visible on the screen, use the "Print" link next to the map.





Getting around
 Traffic · Bicycling · Terrain
 Directions

Hi there,
 Pegman
 I'm here to help
 to browse image
 interesting plac
 Google Maps.

Take a tour

Map data ©2014 Google 20 ft

620 Este Madera
 Site Plan

John MacConaghy
645 First St. West, Ste. D
Sonoma, CA 95476
707-935-3205
macclaw@macbarlaw.com

October 24, 2013

To our Neighbors at
525 Este Madera and 521 Este Madera
Sonoma, CA 95476

Dear Neighbor:

My wife Jean Barnier and I own the property behind you at 620 Este Madera Ct. As you may have noticed, the fence which borders our properties is falling down, and is basically held up by the jasmine shrub.

Over the next week or two our landscaper and contractor will be cutting out the jasmine and installing a new wooden fence. If you have any pets in your back yard, please keep them penned during this time.

If you have any questions or concerns, feel free to contact me at the above number or email address.

Thanks very much and I look forward to meeting you.

Sincerely,

John MacConaghy

From: Kristin Saunders <ksaunders@Tangramins.com>
Sent: Friday, October 25, 2013 9:37 AM
To: John MacConaghy
Subject: Fence

Hi John,

Thank you for your letter and for fixing the fence. We rent 521 Este Madera but I will let the owner know your plan and give her your contact information. Our dogs stay inside when we're gone so you contractor won't have to worry about them.

Thanks.

	
Kristin Saunders <i>Underwriting Manager</i> ksaunders@tangramins.com http://www.Tangramins.com direct: (707) 775-2671	140 Second Street, Suite 320 Petaluma, CA 94952 main: (800) 676-2213 x 52671 fax: (707) 781-7351

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7'10"

620 Este Madera

6'



3'9"

6"



Agenda Item Title: Application for a Use Permit to operate the three former residences at 158, 164 and 172 West Napa Street as vacation rental units.

Applicant/Owner: Michael Marino/Marino Enterprises LLC

Site Address/Location: 158 West Napa (located on APN 018-202-010)
164 and 172 West Napa Street (located on APN 018-202-009)

Staff Contact: Rob Gjestland, Senior Planner
Staff Report Prepared: 3/3/14

PROJECT SUMMARY

Description: Application of Michael Marino for a Use Permit to operate the three former residences at 158, 164 and 172 West Napa Street as vacation rental units.

General Plan Designation: Commercial (C)

Planning Area: Downtown District

Zoning: **Base:** Commercial (C) **Overlay:** Historic (/H)

Site Characteristics: The proposal involves two adjoining parcels. The eastern parcel has an area of ±10,100 square feet and is developed with an office building at the frontage (formerly a residence) with detached garage behind. The primary building on this property is historically significant, determined to be eligible for listing on the National Register. The western parcel has an area of 20,100 and is developed with several structures, including two office buildings at the frontage (originally constructed for residential use), one with an attached apartment behind, plus a duplex and carport toward the back of the property.

Surrounding Land Use/Zoning: **North:** Apartments/Commercial
South: Retail shop and restaurant (across West Napa St.)/Commercial
East: Office building/Commercial
West: Office buildings/Commercial

Environmental Review:

<input checked="" type="checkbox"/> Categorical Exemption	<input type="checkbox"/> Approved/Certified
<input type="checkbox"/> Negative Declaration	<input checked="" type="checkbox"/> No Action Required
<input type="checkbox"/> Environmental Impact Report	<input type="checkbox"/> Action Required
<input type="checkbox"/> Not Applicable	

Staff Recommendation: Approve subject to conditions.

PROJECT ANALYSIS

DETAILED PROJECT DESCRIPTION

The applicant recently purchased the properties and is requesting approval to allow the commercial office buildings along the street frontage (158, 164 and 172 West Napa Street – all originally constructed for residential use) to be used as vacation rental units. The interior of these buildings would be renovated to return them to residential use, each provided with a living room, full kitchen, two bedrooms, and 2-½ baths. Modifications to the building exterior would be focused on cosmetic upgrades such as repainting, repair/in kind replacement of exterior materials as necessary, plus any accessibility improvements required by the Building Code. As vacation rentals, the units would be rented on a short-term basis for periods of less than 30 consecutive days. More details on the proposal can be found in the attached application materials. The applicant has also indicated that, while still in the early planning stages, the overall goal for the properties is to create a bungalow court with 6-8 additional units that would be operated as a unique, small hotel/lodging facility. If pursued, this subsequent phase would also be subject to review and approval of a Use Permit by the Planning Commission.

GENERAL PLAN CONSISTENCY (**Not Applicable to this Project**)

The property is designated Commercial by the General Plan. The Commercial land use designation is intended to provide areas for retail, hotel, service, medical, and office development, in association with apartments and mixed-use developments and necessary public improvements. Vacation rentals are allowed in the corresponding Commercial zone, subject to review and approval of a Use Permit by the Planning Commission. The following General Plan goals and policies apply to the project:

Community Development Element, Policy 5.4: Preserve and continue to utilize historic buildings as much as feasible.

Local Economy Element, Policy 1.5: Promote and accommodate year-round tourism that is consistent with the historic, small-town character of Sonoma.

The proposal is consistent with policies that encourage tourism and the preservation of historic buildings; however, the change in use of the buildings must also be considered in light of the future options for the site (refer to “Discussion of Project Issues” below).

DEVELOPMENT CODE CONSISTENCY (**Not Applicable to this Project**)

Use: The property is located within a Commercial (C) zoning district, which is applied to areas appropriate for a range of commercial land uses including retail, tourist, office, and mixed-uses. Vacation rentals are allowed in the C zone subject to review and approval of a Use Permit by the Planning Commission.

Development Standards: The proposed vacation rentals would operate within existing structures. As a result, the project does not raise any issues in terms of compliance with building setback, FAR, lot coverage, open space, and building height standards.

On-Site Parking: Under the Development Code, one parking space is required for each bedroom within a vacation rental. Accordingly, two spaces are required for the vacation rental proposed on the east parcel at 158 West Napa Street and four spaces would be required for the two vacation rental units proposed on the west parcel. In addition, the duplex at the back of the west parcel requires an additional three

spaces (including two covered) for total requirement of seven parking spaces specific to this parcel. For the east parcel (158 West Napa Street), the two-space requirement would be met by the two-garage located at the rear of the property. For the west parcel (164-172 West Napa Street), the seven-space requirement would be met by the two-car garage attached to the duplex, the three-car carport, and four designated spaces along the driveway. Staff would also note that, while not striped, several additional parking spaces are available and customarily used on these properties. In short, more than adequate parking is available and the proposed use of the front buildings has a lesser parking requirement than the current office use.

Vacation Rental Standards: The applicable standards set forth under Section 19.50.110 of the Development Code have been included in draft conditions of approval (attached). These include requirements related to fire and life safety, maintaining a business license, payment of Transient Occupancy (TOT) taxes, and signage. Staff would also note that the no more than two vacation rental units are allowed per property. The proposal is consistent with this requirement in that one unit would operate on the east parcel and two units would operate on the west parcel.

Residential Component: In applications for new development on commercially zoned properties one-half acre in size or larger (including alteration of an existing land use or establishment of a new land use), a residential component normally comprising at least 50% of the total proposed building area is required unless reduced or waived by the Planning Commission. While this requirement can be applied given the common ownership of the two parcels and their combined area of 0.7 acres, the current proposal is focused on changing the nature of commercial use within three existing buildings and does not entail new construction. As set forth in the Development Code, the default requirement for a residential component in new development may be reduced or waived by the Planning Commission based on the following factors:

1. The replacement of a commercial use within an existing tenant space with another commercial use.
2. The presence of uses or conditions incompatible with residential development on or adjacent to the property for which a new development is proposed.
3. Property characteristics, including size limitations and environmental characteristics, that constrain opportunities for residential development or make it infeasible.
4. Limitations imposed by other regulatory requirements, such as the Growth Management Ordinance.

Because the current proposal involves the re-use of existing commercial spaces, staff does not view the residential component requirement as a significant issue at this time. However, the residential component requirement will be a significant consideration in the review of any future expansion/redevelopment proposed for the site, including the applicant's bungalow court inn concept, where new buildings would be constructed and a merger of the two parcels required.

Design Review: The proposal involves the use of three existing commercial office buildings (all originally constructed for residential purposes) as vacation rental units. As previously noted, modifications to the building exteriors would be focused on cosmetic upgrades such as repainting, repair/in kind replacement of exterior as necessary, plus accessibility improvements required by the Building Code. Pursuant to 19.54.080.B.2 of the Development Code, maintenance and in-kind replacement of exterior materials is not subject to design review. However, exterior building modifications beyond that which require a building permit, as well repainting and significant landscape alterations are subject to design review for commercial properties. A draft condition of approval has been included in this regard.

Demolition Permit: As noted in the project narrative, the residential unit at 170 West Napa Street, which is attached to the back of the office space at 172 West Napa Street, is proposed for demolition due to its poor condition. Demolition of this part of the structure is scheduled for consideration by the DRHPC at their March 18th meeting. Staff would note that a 2002 historic resource evaluation of the parcel concludes that none of the buildings on this property (164-172 West Napa Street) are historically significant (see also “Environmental Review” section below).

**CONSISTENCY WITH OTHER
CITY ORDINANCES/POLICIES** (Not Applicable to this Project)

ENVIRONMENTAL REVIEW (Not Applicable to this Project)

Pursuant to Section of 15301 of the State CEQA Guidelines, the leasing, permitting, or operation of existing private structures involving negligible or no expansion of use is considered Categorical Exempt from the provisions of CEQA (Class 1 – Existing Facilities). In addition, under Section 15331 of the CEQA Guidelines, the maintenance, repair, rehabilitation, restoration, and preservation of an historical resource, may be considered categorically exempt from the provisions of CEQA provided the improvements are consistent with the Secretary of the Interior’s Standards for the Treatment of Historic Properties (Class 31 – Historical Resource Restoration/Rehabilitation).

The primary structure at 158 West Napa Street (the “Hawker Home” constructed in 1900) is eligible for listing on the National Register and is therefore considered an historical resource under CEQA. However, a 2002 historic resource evaluation of the adjoining property prepared by Diana Painter (attached) concludes that the buildings at 164 West Napa Street (constructed in 1925) and 170-172 West Napa Street (constructed in 1913 and remodeled in 1925) do not qualify as historical resources under CEQA. As a result, only exterior modifications to the building at 158 West Napa Street would be required to conform to the Secretary of the Interior’s Standards for the Treatment of Historic Properties. As previously noted, modifications to the building exterior would be fairly minor, focused on cosmetic upgrades such as repainting, repair/in kind replacement of exterior materials as necessary, plus any accessibility improvements required by the Building Code. As written, the draft conditions of approval would require DRHPC review and approval of any proposed exterior modifications to the building at 158 West Napa Street beyond maintenance/in kind replacement of exterior material to verify conformance with the Secretary of Interior’s Standards.

DISCUSSION OF PROJECT ISSUES

Compatibility: In staff’s view, the proposal does not raise significant issues in terms of compatibility with surrounding land uses. The property is located in the Downtown District in a primarily commercial setting (apartments are located on the adjoining property to the north). In addition, the applicant is experienced operating vacation rentals and resides locally with the ability to address any issues that may arise.

Change of Use/Project Phasing: There are a number of positive aspects of the project, including the following:

- Preserves and upgrades the appearance of three older buildings (including one listed historic resource) prominently located along West Napa Street.
- Maintains and improves the current streetscape.
- Proposes lodging near the Plaza, minimizing vehicle trips and encouraging pedestrian activity downtown.

- Represents a relatively low-intensity use of existing buildings but would contribute to the vitality of downtown allowing visitors to stay in proximity to Plaza where they can walk to and patronize local shops and restaurants.
- No significant issues of compatibility given surrounding commercial setting.

That said, it must be recognized that the proposed renovation and conversion of these buildings represents a substantial investment in the properties. With such an investment, conversion back to other types of commercial use or fully redeveloping the west parcel becomes less likely. In addition, approving the proposed vacation rental use, to some extent, leads the way for a larger lodging facility which the applicant is interested in as a second phase. In that regard, staff would emphasize that a second phase involving addition lodging units would need to be in form of an inn or small hotel with on-site reception/management, guest services and amenities (versus simply more vacation rental units). The residential component requirement would also be subject to consideration as previously mentioned. Although this review is on a specific proposal to re-use the existing structures on the site, not a study session on a future project, if Planning Commissioners do have significant concerns about the long-term prospect of a small hotel development on the site, this is an opportunity to voice them.

RECOMMENDATION

Staff recommends approval of the Use Permit subject to the attached conditions of approval.

Attachments

1. *Findings of Project Approval*
2. *Draft Conditions of Approval*
3. *Location map*
4. *Project Narrative, Contextual Streetscape Elevation, and Site Plan for each parcel*
5. *Historic Resource Evaluation of 164-172 West Napa Street prepared by Diana Painter (August 2002)*

cc: Michael Marino (via email)
500 Michael Drive
Sonoma, CA 995476

City of Sonoma Planning Commission
FINDINGS OF PROJECT APPROVAL
Marino Vacation Rentals Use Permit
158 West Napa Street (APN 018-202-010)
164 and 172 West Napa Street (APN 018-202-009)

March 13, 2014

Based on substantial evidence in the record, including but not limited to the staff report, and upon consideration of all testimony received in the course of the public review, including the public review, the City of Sonoma Planning Commission finds and declares as follows:

Use Permit Approval

1. That the proposed use is consistent with the General Plan and any Specific Plan;
2. That the proposed use is allowed with a conditional Use Permit within the applicable zoning district and complies with all applicable standards and regulations of the Development Code (except for approved Variances and Exceptions).
3. The location, size, design, and operating characteristics of the proposed use are compatible with the existing and future land uses in the vicinity; and
4. The proposed use will not impair the architectural integrity and character of the zoning district in which it is to be located.

City of Sonoma Planning Commission
CONDITIONS OF PROJECT APPROVAL
Marino Vacation Rentals Use Permit
158 West Napa Street (APN 018-202-010)
164 and 172 West Napa Street (APN 018-202-009)

March 13, 2014

1. The three vacation rental units shall be operated in conformance with the project narratives except as modified by these conditions and the following:
 - a. This permit does not constitute an approval for a Special Event Venue for either parcel as defined under Section 19.92.020 of the Development Code
 - b. Outside activities/noise shall cease by 10p.m.

Enforcement Responsibility: Planning, Building and Public Works
Timing: Ongoing

2. A minimum of two on-site parking spaces shall be provided and maintained for the vacation rental unit on the property at 158 West Napa Street (APN 018-202-010). A minimum of four on-site parking spaces shall be provided and maintained for the two vacation rental units on the property at 164 and 172 West Napa Street (APN 018-202-009)

Enforcement Responsibility: Planning, Building, and Public Works
Timing: Ongoing

3. The applicant/property owner shall obtain and maintain a business license from the City for the vacation rental use, and shall register with the City to pay associated Transient Occupancy Taxes (TOT) for the three vacation rental units.

Enforcement Responsibility: Planning Department; Finance Department
Timing: Prior to operating the vacation rentals and ongoing

4. Fire and life safety requirements administered by the Fire Department and the Building Division shall be implemented. Minimum requirements shall include approved smoke detectors in each lodging room, installation of an approved fire extinguisher in the structure, and the inclusion of an evacuation plan posted in each lodging room.

Enforcement Responsibility: Building Department; Fire Department
Timing: Prior to operating the vacation rentals and ongoing

5. The vacation rental units shall comply with the annual fire and life safety certification procedures of the Fire Department.

Enforcement Responsibility: Fire Department
Timing: Ongoing

6. Any exterior building modifications that go beyond maintenance and/or in-kind replacement of exterior materials and require a building permit shall be subject to review and approval by the DRHPC. Repainting (new color scheme) and significant landscape alterations shall also be subject to review and approval by the DRHPC. Exterior building modifications subject to DRHPC review involving the primary structure at 158 West Napa Street shall demonstrate conformance with the Secretary of Interior's Standards for the Treatment of Historic Properties.

Enforcement Responsibility: Planning Department; DRHPC
Timing: Prior to the issuance of a building permit

7. Any signage proposed in association with the vacation rentals shall be subject to review and approval by Planning Department staff or the Design Review & Historic Preservation Commission as applicable.

Enforcement Responsibility: Planning Department; DRHPC

Timing: Prior to installation of any signage for the vacation rentals

8. All Building Department requirements shall be met, including applicable Building Code requirements related to compliance with CALGreen standards, the change in use/occupancy of the structures, and ADA requirements (i.e. disabled access, disabled parking, accessible path of travel, bathrooms, etc.). In addition, all outstanding issues associated with the Notice of Noncompliance recorded by the City of Sonoma Building Department on 8/4/11 for the structure located at 158 West Napa Street (APN 018-202-010) shall be satisfactorily resolved. Building permits shall be required.

Enforcement Responsibility: Building Department

Timing: Prior to construction; Prior to operating the vacation rentals

9. All Fire Department requirements shall be met including the provision of fire sprinklers within the structures if deemed necessary.

Enforcement Responsibility: Fire Department; Building Department

Timing: Prior to issuance of any building permit; Prior to operating the vacation rentals

10. The Applicant shall pay any required increased water fees applicable to the changes in use in accordance with the latest adopted rate schedule.

Enforcement Responsibility: Public Works Department; Water Operations Supervisor; City Engineer

Timing: Prior to finaling any building permit; Prior to operating the vacation rentals

11. The applicant shall comply with the following requirements of the Sanitation Division of Sonoma County Permit & Resource Management Department (PRMD) and the Sonoma County Water Agency (SCWA) as applicable:

- a. In accordance with Section 5.05, "Alteration of Use", of the Sonoma Valley County Sanitation District Ordinances, the Applicant shall pay any applicable increased sewer use fees for converting use of the three existing structures to three vacation rental units. Any required increased sewer use fees shall be paid the Engineering Division of PRMD prior to the commencement of the use(s).
- b. A sewer clearance shall be provided to the City of Sonoma Building Department verifying that all applicable sewer fees have been paid prior to the issuance of any building permit. **Note: Substantial fees may apply for new sewer connections and/or the use of additional ESDs from an existing sewer connection. The applicant is encouraged to check with the Sonoma County Sanitation Division immediately to determine whether such fees apply.**

Enforcement Responsibility: Sanitation Division of Sonoma County Planning & Management Resource Department; Sonoma County Water Agency; City of Sonoma Building Department

Timing: Prior to issuance of a building permit; Prior to operating the vacation rentals

12. In addition to those already identified, the following agencies must be contacted by the applicant to determine permit or other regulatory requirements of the agency prior to issuance of a building permit, including the payment of applicable fees:

- a. Sonoma Valley Unified School District [For school impact fees]

Enforcement Responsibility: Building Department

Timing: Prior to issuance of a building permit

Vicinity Map

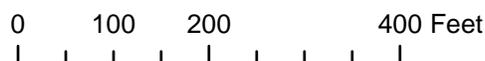


Project Summary

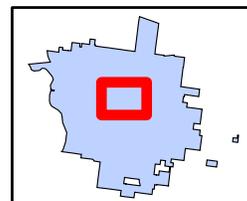
<i>Project Name:</i>	Marino Vacation Rentals
<i>Property Address:</i>	158, 164, and 172 West Napa Street
<i>Applicant:</i>	Michael Marino
<i>Property Owner:</i>	Marino Enterprises LLC
<i>General Plan Land Use:</i>	Commercial
<i>Zoning - Base:</i>	Commercial
<i>Zoning - Overlay:</i>	Historic
<i>Summary:</i>	Application for a Use Permit to operate three former residences as vacation rentals.

Zoning Designations

- R-HS Hillside Residential (1 D.U./10 acres, maximum)
- R-R Rural Residential (2 D.U./acre, maximum)
- R-L Low Density Residential (2-5 D.U./acre)
- R-S Sonoma Residential (3-8 D.U./acre)
- R-M Medium Density Residential (6-10 D.U./acre)
- R-H High Density (9-12 D.U./acre)
- R-O Housing Opportunity (15-20 D.U./acre)
- R-P Mobile Home Park (7 D.U./acre, maximum)
- MX Mixed Use (12 D.U./acre, maximum)
- C Commercial (15 D.U./acre, maximum)
- C-G Commercial-Gateway (15 D.U./acre, maximum)
- W Wine Production
- P Public Facility
- Pk Park
- A Agriculture



1 inch = 200 feet



Michael D. Marino
500 Michael Drive
Sonoma, Ca 95476

February 12, 2014

Re: 158 West Napa Street

Conditional Use Permit (Minor)
(Vacation Rental)

The project would consist of converting the existing office building (old Sun Newspaper location) at 158 West Napa Street back to its original use of a residential house in order to accommodate overnight guests and to be used as vacation rental. The building would have 2 master bedrooms, 2 ½ bathrooms along with a full kitchen and living room. The property already has an existing 2 car detached garage and several parking spaces including a handicap space.

The interior renovations would be permitted through the City building department and include very minimal to no exterior changes other than beautification. (An accessible ramp might be required)

My wife and I currently own and operate 3 vacation rentals in Sonoma County along with 1 that was permitted in April 2013 inside City limits at 853 Broadway in Sonoma. We personally manage the rental process from pre-qualifying to end of each stay including housekeeping, collecting payment and maintenance. We would continue that process for the houses at West Napa Street.

While representing Supervisor Valerie Brown (District 1) on the Sonoma County Tourism Board, I worked closely with the development and implementation of the county's new Vacation Rental Ordinance. As a local Sonoma resident I completely understand the concerns when it comes to vacation rentals in general and can assure you that I enforce extremely strict rental policies (see attached). Over the last three years I have generated over \$30,000.00 in T.O.T. tax for Sonoma County and the City of Sonoma without receiving a single complaint from neighbors or officials.

Living just minutes from the property would allow me to personally monitor and observe all guests to make sure they are adhering to the rules. Although my neighbors to the East and West are commercial businesses, I would make myself available to all neighbors 24 hours per day in the unlikely event there are any issues or concerns.

Thank you,



Michael D. Marino
#707-732-8188

FEB 13 2014

Rules and Regulations

Sonoma Bungalows: 158-172 West Napa Street

#707-732-8188 Fax #707-933-8857 or Email to: mmarino@vom.com

Sonoma Escape is a very private and exclusive property and we appreciate all guests respecting and following these rules of the property:

1. This property is licensed to accommodate a maximum of 4 guests.
2. **NO outdoor noise past 10:00 pm, due to The City of Sonoma and Sonoma County Noise Ordinance.**
3. **We DO NOT allow any visitors on the property at any time other than those listed on your rental agreement. This rule is strictly enforced by the property owner and the City of Sonoma.**
4. **SMOKING is NOT permitted anywhere on the property.**
5. NO pets of any kind are allowed on property.
6. Check in time is 3:00 pm and the check out time is 11:30 am.

By accepting this agreement I understand that any violation of these policies will result in a breach of contract, forfeiting rental fees, and require departing the property.

Signature

Date

Please also list the name of the guests staying at the house and the dates of birth:

1. _____ DOB _____
2. _____ DOB _____
3. _____ DOB _____
4. _____ DOB _____

How many cars will you have on property? 1 or 2 (Circle one)

#158 WEST NAPA STREET
APN 018-202-010
(ADJACENT PROPERTIES)

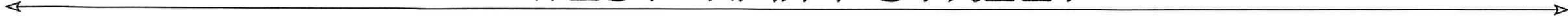
PREPARED BY
Kevin Dixon
FEBRUARY 11, 2014

APN 018-202-078	APN 018-202-009	APN 018-202-010	APN 018-202-075
# 190	# 172	# 158	# 136 # 144
			

HOSPICE BY THE BAY

BANK OF MARIN

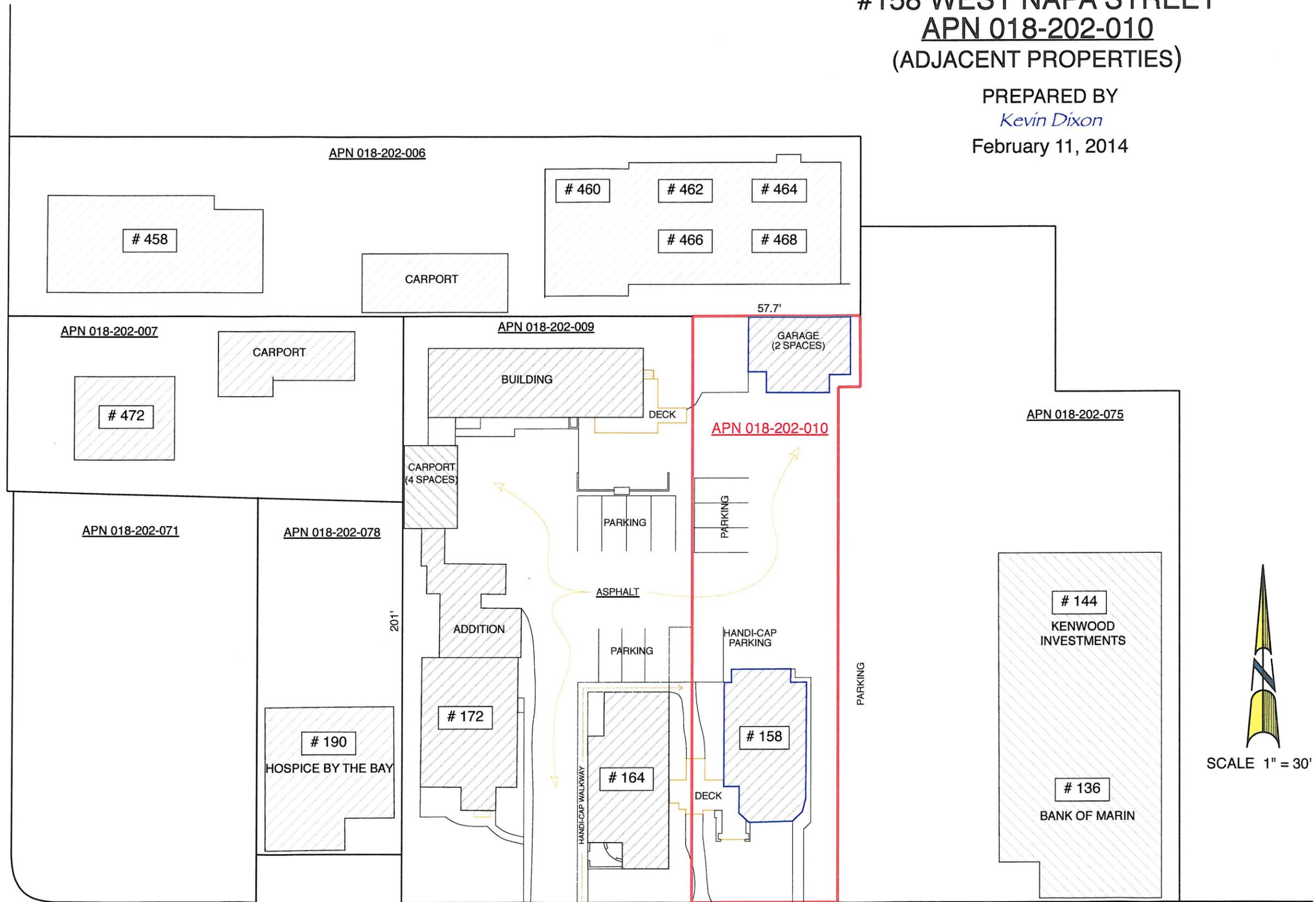
WEST NAPA STREET



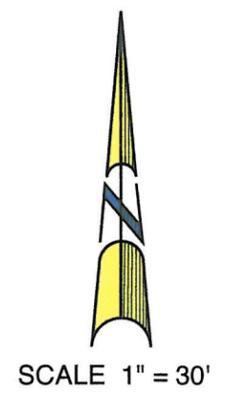
#158 WEST NAPA STREET
APN 018-202-010
(ADJACENT PROPERTIES)

PREPARED BY
Kevin Dixon
February 11, 2014

SECOND STREET WEST



WEST NAPA STREET



Michael D. Marino
500 Michael Drive
Sonoma, Ca 95476

February 12, 2014

Re: 164 & 172 West Napa Street

Conditional Use Permit (Minor)
(Vacation Rental)

The project would consist of converting the existing two office buildings (old TV / Radio Station location) at 164 & 172 West Napa Street back to their original use of residential houses in order to accommodate overnight guests and to be used as vacation rentals. The buildings would each have 2 master bedrooms, 2 ½ bathrooms along with a full kitchen and living room. The property has an existing detached carport and several parking spaces including a handicap space.

The interior renovations would be permitted through the City building department and include very minimal to no exterior changes other than the demolition of the structure known as #170 West Napa Street (old enclosed carport). (An accessible ramp might be required)

My wife and I currently own and operate 3 vacation rentals in Sonoma County along with 1 that was permitted in April 2013 inside City limits at 853 Broadway in Sonoma. We personally manage the rental process from pre-qualifying to end of each stay including housekeeping, collecting payment and maintenance. We would continue that process for the houses at West Napa Street.

While representing Supervisor Valerie Brown (District 1) on the Sonoma County Tourism Board, I worked closely with the development and implementation of the county's new Vacation Rental Ordinance. As a local Sonoma resident I completely understand the concerns when it comes to vacation rentals in general and can assure you that I enforce extremely strict rental policies (see attached). Over the last three years I have generated over \$30,000.00 in T.O.T. tax for Sonoma County and the City of Sonoma without receiving a single complaint from neighbors or officials.

Living just minutes from the property would allow me to personally monitor and observe all guests to make sure they are adhering to the rules. Although my neighbors to the East and West are commercial businesses, I would make myself available to all neighbors 24 hours per day in the unlikely event there are any issues or concerns.

Thank you,



Michael D. Marino
#707-732-8188

FEB 13 2014

Rules and Regulations
Sonoma Bungalows: 158-172 West Napa Street
#707-732-8188 Fax #707-933-8857 or Email to: mmarino@vom.com

Sonoma Escape is a very private and exclusive property and we appreciate all guests respecting and following these rules of the property:

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4. **SMOKING is NOT permitted anywhere on the property.**
5. **NO pets of any kind are allowed on property.**
6. Check in time is 3:00 pm and the check out time is 11:30 am.

Example

By accepting this agreement I understand that any violation of these policies will result in a breach of contract, forfeiting rental fees, and require departing the property.

Signature

Date

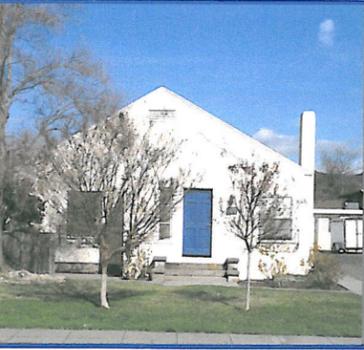
Please also list the name of the guests staying at the house and the dates of birth:

- | | |
|----------|-----------|
| 1. _____ | DOB _____ |
| 2. _____ | DOB _____ |
| 3. _____ | DOB _____ |
| 4. _____ | DOB _____ |

How many cars will you have on property? **1 or 2** (Circle one)

#172 AND #164 WEST NAPA STREET
APN 018-202-009
(ADJACENT PROPERTIES)

PREPARED BY
Kevin Dixon
FEBRUARY 11, 2014

APN 018-202-078	APN 018-202-009	APN 018-202-010	APN 018-202-075
# 190	# 172 # 164	# 158	# 136 # 144
	 		

HOSPICE BY THE BAY

BANK OF MARIN

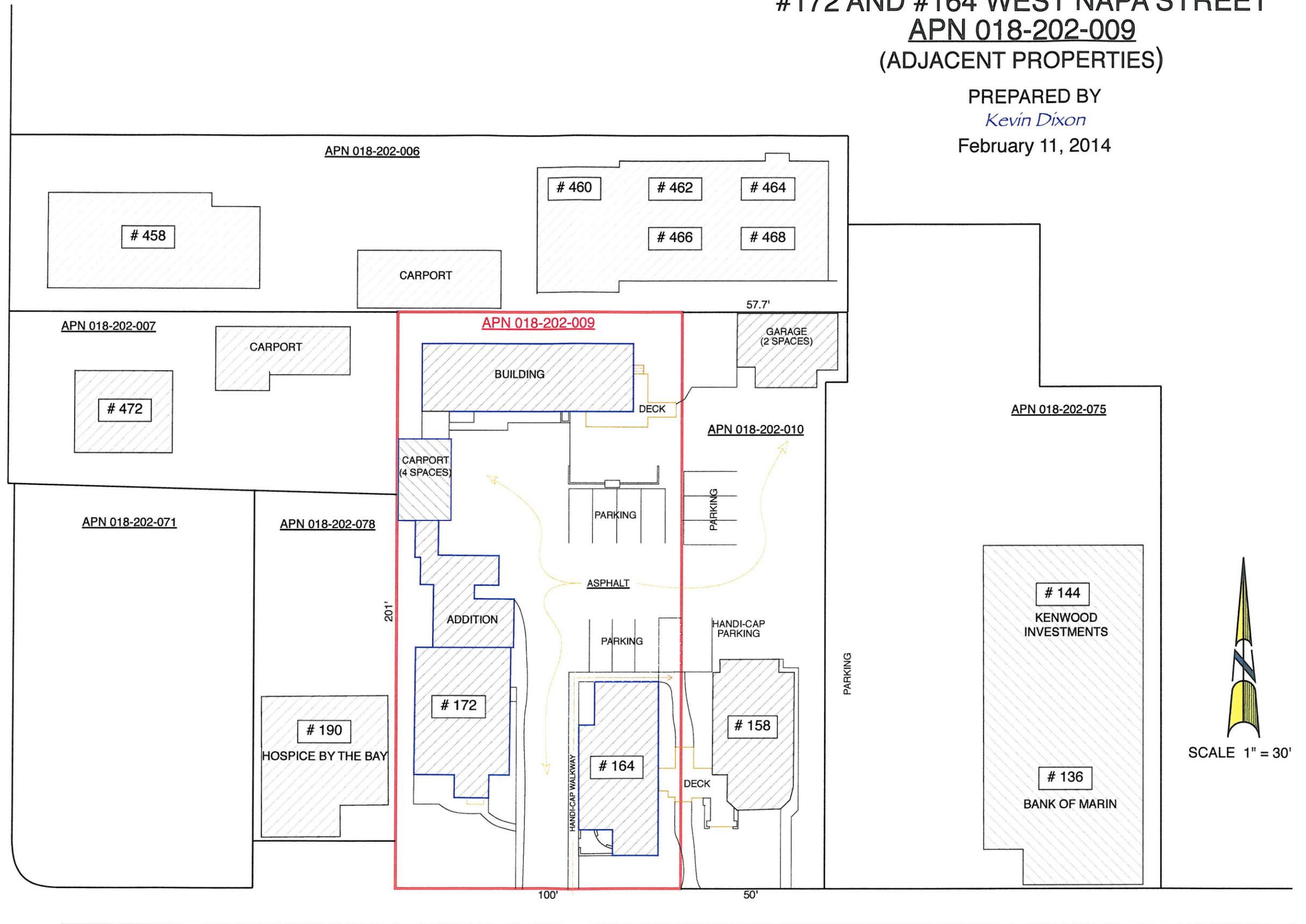
WEST NAPA STREET



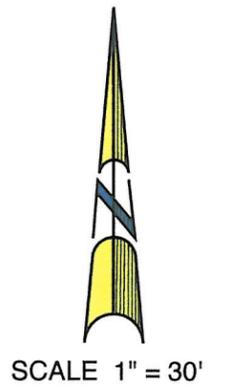
#172 AND #164 WEST NAPA STREET
APN 018-202-009
(ADJACENT PROPERTIES)

PREPARED BY
Kevin Dixon
February 11, 2014

SECOND STREET WEST



WEST NAPA STREET



DIANA J. PAINTER
*Architectural Research, Preservation Planning,
Urban Design*

September 26, 2002

Ms. Cynthia Wood, CRS
Pacific Union
640 Broadway
Sonoma, California 95476

Dear Cynthia:

The staff at the Depot Park Museum recently came across three photos of Dr. Thomson's house at 170 W. Napa Street, and I was able to take a look at them today. I was able to see the house in its original configuration, which is the 'back' unit of the 170-172 W. Napa Street duplex.

Dr. Thomson, if you'll recall, was a prominent physician in town, and was married to a granddaughter of General Vallejo.

The house was an el-shaped cottage with a deep, wrap-around porch on the east and south sides. It had a hipped roof on both portions of the house, with broken-gables that gave it a slightly curved appearance. There were four or five front steps leading to the front porch, in contrast to the two-to-three front steps leading to the house today (it appears that the street and front of the lot were built up over time). The house was clad in dark shingles, with square posts around the porch and wide, painted wood window frames.

It appears that one room at the back of the duplex, where the older chimney is, is the only remaining portion of the original cottage that can be seen from the exterior. It's possible that the kitchen area along the west wall on the interior of that unit is also original. As far as I can tell, the rest of the house is gone or has been altered to such a degree that it is virtually unrecognizable.

Please let me know if you have any further questions.

Sincerely,



Diana Painter, PhD

DIANA J. PAINTER
*Architectural Research, Preservation Planning,
Urban Design*

**Research and Evaluation
of the Historic Significance
of the Properties at 164-172 West Napa Street
Sonoma, Sonoma County, California
August 2002**

Prepared for:
Ms. Claire Stevens, Executor
Estate of Irma Voss
1340 Vermont Avenue
Concord, California 94521

Prepared by

Diana J. Painter, PhD

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SUMMARY

This evaluation of the three structures at 164 – 172 West Napa Street has been undertaken to determine the historical and architectural significance of the structures and their ownership/tenancy within the setting of the City of Sonoma. The structures were evaluated against the eligibility criteria established by the State of California, which are consistent with the eligibility criteria for the National Register of Historic Places. The property was evaluated against Eligibility Criteria 2, which requires significance with respect to a direct association with a person significant to local (or state or national) history, and Eligibility Criteria 3, which requires significance with respect to architectural design.

With respect to Eligibility Criteria 2 it was found that, although the site has been associated with local community leaders and professional people who have made contributions to the community, the property did not meet the test of these criteria, which is quite stringent in its requirement that the property have a direct relationship with local leaders. All of the individuals associated with this property lived and/or worked there for a portion of their careers. The structures were not necessarily associated with those individuals during the most significant periods in their careers, however, nor could a direct relationship be established between the individuals, their contributions, and the structures.

The era in which the structures at 164 and 170-172 West Napa were developed and remodeled, respectively, was one in which a variety of architectural styles were being expressed in the design of modest cottages and bungalows. With respect to Eligibility Criteria 3 it was found that, although the older structures on the property displayed characteristics of this era, they were not particularly good examples in terms of their representation of a style or genre. In addition, the property at 170-172 West Napa has been heavily modified over time, so it is difficult to make a correlation between the design of the structure and the activities that took place during what would have been its period of significance. So while both of these structures contribute to the small scale, architectural variety, and mix of commercial/residential structures along this street, they are not necessarily architecturally significant in themselves.

INTRODUCTION

Purpose of Report

Pacific Union has been retained by the estate of Irma Voss to undertake preliminary permitting for the property at 164-172 West Napa Street, prior to selling the property. In the course of responding to initial inquiries about permitting, the City of Sonoma requested that an evaluation of the potential historic significance of the property be undertaken. This evaluation is being prepared prior to permit review by the Architectural Review Commission.

The estate of Irma Voss retained Diana J. Painter to undertake this evaluation. I am a qualified architectural historian as defined in the Code of Federal Regulations, 36 CFR Part 61. I am also on the list of approved architectural historians with the State Office of Historic Preservation's Northwest Information Center in Rohnert Park, California.

Project Approach

There are four 'tests' for the historic significance of a property or site in the State of California. These criteria are modeled after the national criteria. Many local municipalities adopt the state or national criteria by reference and use them to determine whether sites and buildings are eligible for local, State or National Register listing. But even if the local agency does not specifically adopt the criteria, the criteria still apply if the proposal is subject to the California Environmental Policy Act.

... a resource does not need to have been identified previously either through listing or survey to be considered significant under CEQA. In addition to assessing whether historical resources potentially impacted by a proposed project are listed or have been identified in a survey process, lead agencies have a responsibility to evaluate them against the California Register criteria prior to making a finding as to the proposed project's impacts to historical resources (PRC 21084.1; 14 CCR 15064.5(3)).

The State Eligibility Criteria were used to structure the research conducted for this report. In order to be determined significant, an historical resource must meet one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation (*California Environmental Quality Act (CEQA) and Historic Resources, p. 31*).

In addition to meeting one or more of the above criteria, a property must retain enough of its *integrity* to convey the reasons for its significance. For example, if the property is determined to be significant for its architectural design (Criteria 3), it must retain enough of its appearance and historic character to be recognizable as an historic resource and representative of its *period of significance* (*California Environmental Quality Act (CEQA) and Historic Resources, p. 31*).

If a property is determined to be significant for its association with the lives of persons important to local, state or national history (Criteria 2), the property must also meet additional tests. First, the contributions of the person or persons must be determined to be significant. One of the tests of significance in this area involves comparing the contributions of the individual or individuals with others active or influential in the same arena.

The second test involves determining whether the person's *association* with the subject property is significant. Guidelines established by the National Park Service for this test state that:

- the person must be directly associated with the property;
- the property must be associated with the person during the time of their contribution to the community or to their field;
- the property must represent the individual's significant contribution;
- it should compare favorably with other properties that also represent the person's historic contributions; and
- the property must retain *integrity* from the period of its significant historic associations; again, its *period of significance* (*Guidelines for Evaluating and Documenting Properties Associated with Significant Persons*).

The property at 164-172 West Napa Street was evaluated against Criteria 2 and Criteria 3, as it was determined that these criteria had the most potential relevance to the subject property.

Research Methodology

Preparation of this report involved consultation with staff and members of the following agencies and organizations: The State Historic Preservation Office's Northwest Information Center; the City of Sonoma Planning and Building Divisions; the Central-Santa Rosa Library Local History Collection; Sonoma Valley Regional Library; Sonoma

County Assessor's Office; Sonoma County Recorder's Office; Sonoma League for Historic Preservation; and the Sonoma Valley Historical Society.

Architectural resources that were consulted include: The Guide to Architecture in San Francisco and Northern California by David Gebhard, et. al.; American Architecture by Cyril M. Harris; Classic Houses of the Twenties by J. D. Loizeaux; A Field Guide to American Houses by Virginia & Less McAlester; and House Styles in America by James C. Massey and Shirley Maxwell.

Local history sources include Robert M. Lynch's The Sonoma Valley Story; Saga of Sonoma published by the Sonoma Valley Historical Society; and articles from the Sonoma Index-Tribune.

Two site visits in August 2002 allowed for documentation of the site as it exists today. Sanborn Maps dating from 1888, 1891, 1897, 1905, 1906, 1923 and 1934 were consulted to document the site as it existed in the past. Assessor records supplied information on building dates and configurations. And finally, city directories from 1905 to 2002 and the property's chain of title were consulted to corroborate other research. No historic photographs were available from the above sources for the project site, with the exception of photos of the front facades from the 1950s from the Sonoma County Assessor records.

PROPERTY DESCRIPTION

The site (APN 018-202-009) is addressed as 164 – 172 West Napa Street. It is located near the northeast corner of West Napa Street and 2nd Street West, in downtown Sonoma, one block from the Plaza (see Figure 1).

Three structures occupy the rectangular site. A duplex, addressed as 170 – 172 West Napa, is located on the western portion of the site (on the left, as viewed from the street); another duplex, addressed as 166 – 168 West Napa, is located along the back of the lot; and a commercial office, addressed as 164 West Napa, is located on the east side of the site (on the right, as viewed from the street). The office is called the Moon Valley Professional Building. There is an open carport attached to 170-172 West Napa, and a surface parking lot exists in back of the commercial office, along the east boundary of the site. The front yard of the property is formally landscaped, as are some of the side yards.

Assessor records indicated the following dates for the respective structures:

- 164 West Napa – 1925
- 166 – 168 West Napa – 1950
- 170 – 172 West Napa – 1913, remodeled in 1925.

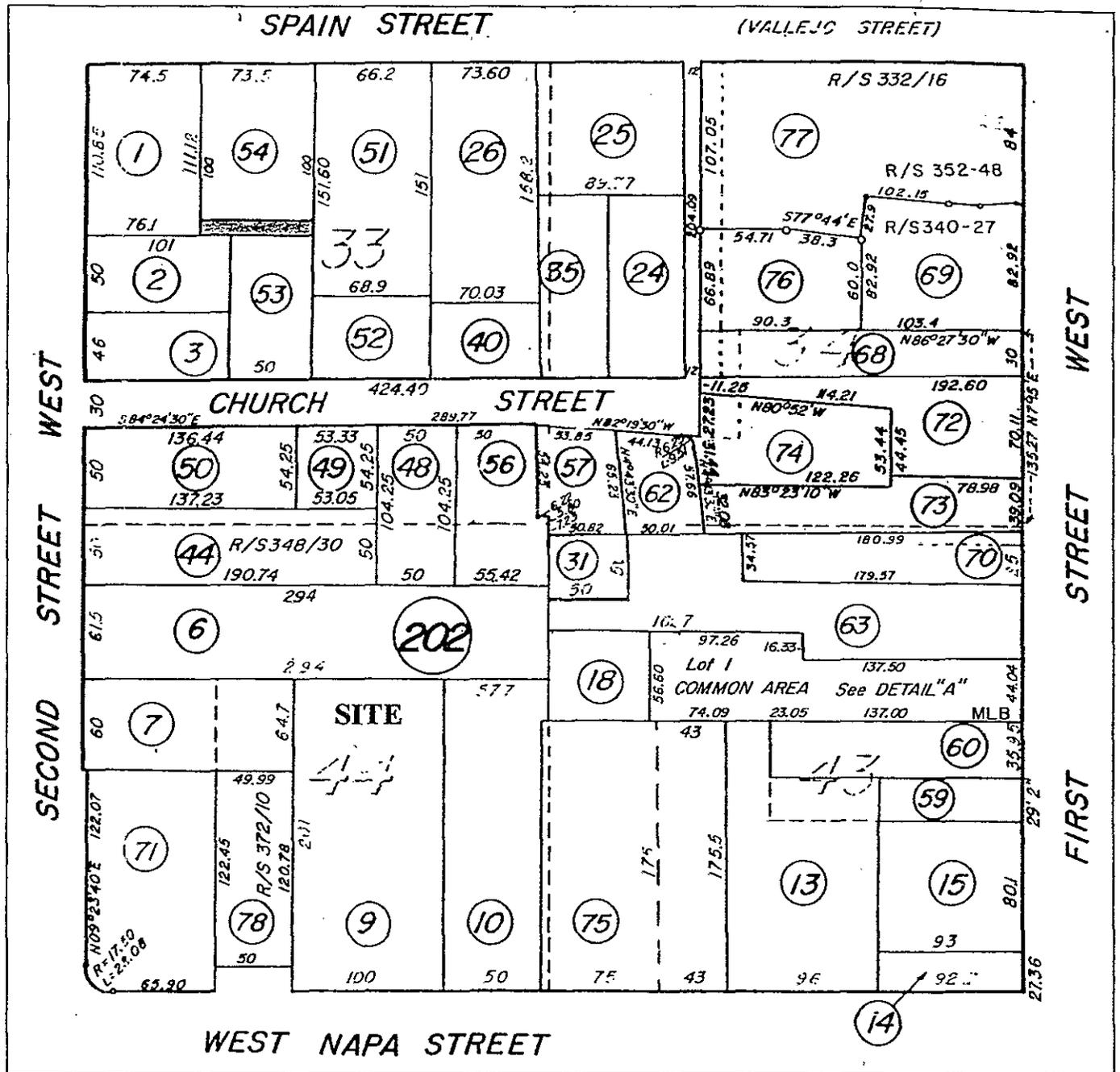


Figure 1 Parcel Map

PROPERTY CONTEXT

Physical Context

Historical Development: The subject property is within the original town site laid out by General Vallejo on behalf of the Mexican government. Sanborn maps for West Napa Street between First and Second Streets from late 19th century, however, indicate that very little development took place in this area prior to the turn of the century. Most of the commercial development was on First Street West, fronting on the Plaza, which was the center of town.

The 1888 Sanborn shows a general store and drug store on the corner of West Napa and First Street West, with a buggy house and wine cellar farther down the block. The latter were converted to dwellings by 1897. By 1905 there was a house on the corner of West Napa and 2nd Street West, but otherwise this side of the block contained only the buildings mentioned earlier.

Newspaper articles indicate that much of residential development in Sonoma was taking place east of the Plaza in the early 20th century ("*The City of Sonoma Experiencing Home-Building Boom,*" *The Sonoma Index-Tribune*, June 5, 1915). Commercial and civic improvements were also underway in anticipation of visitors to the town in conjunction with the 1915 Pan-Pacific International Exposition in San Francisco.

By 1923, the next available Sanborn map indicates that there were numerous commercial structures on the east half of the block, and three residences on the west half of the block (on the north side of West Napa Street). Additional commercial buildings and renovations of commercial buildings on the street were noted in the newspapers. The house at 170-172 is in its current location, although there are no other structures on the site.

By 1934, the last available Sanborn map for the area, there is one additional commercial structure on the block, one additional residence, and the doctor's office at 164 West Napa has been added. In conclusion, it appears that most of the block developed between about 1913 and 1925.

West Napa Street Today: Today both the north and south sides of West Napa Street between First and 2nd Streets display a mix of building types with varying architectural styles. Building ages span over 100 years, from the commercial structures built before the turn of the 20th century, to contemporary structures. Most of the structures are used for commercial purposes. The two duplexes on this site are an exception, in that they are still in residential use. Two commercial properties have a residential appearance – the Moon Valley Professional Building on this site, and the building directly east, which is an historic residence that has been rehabilitated and converted to commercial use.

Building styles and materials range from a false front structure with corrugated metal siding to a contemporary office building with some historic references and a stucco

finish. Most buildings front on the front property line, in back of the sidewalk, with the exception of the 7-11 at 2nd Street and West Napa. Parking occurs in side lots between buildings or on the street. Buildings are one or two stories in height, and of relatively small scale. Most businesses display retail storefronts. Office uses are an exception.

Regulatory Context

Historic Resources: Although the site is just a block off the Plaza, which was declared a National Historic Landmark in 1961, it is not within the Sonoma Plaza National Historic District, which was adopted in 1974 (see Figure 2). This District is comprised primarily of properties fronting on the Plaza, with the exception of areas extending down East Spain Street and East Napa Street.

Any redevelopment that might occur on this site, however, could trigger a review for historic resources under the auspices of the California Environmental Quality Act, as discussed above. A threshold that is often used by public agencies to prompt an evaluation for historic resources is if a property is 50 years old or older. The DEIR for the Sonoma Redevelopment Plan Project Area Amendment utilizes 45 years as a threshold.

The Historic Resource Survey that was conducted in Sonoma in 1979 did not include the subject property. The closest property that was evaluated for this survey is 158 West Napa, just east of the subject property (see above). State records indicate that the 158 West Napa property "Appears Eligible for the National Register." A number of properties within the block are noted in the 1983 Redevelopment Plan as "Eligible for the National Register" (see Figure 3).

Redevelopment Project Area: The property is within the City of Sonoma's 1983 Redevelopment Project Area, which takes in the downtown and the area west of downtown all the way to Sonoma Creek. It also encompasses neighborhoods to the south and southwest of downtown. The impetus for the Redevelopment District, as described in the Plan, was the need for attention to inadequate infrastructure, the maintenance needs of older structures, inadequate spatial conditions in older commercial and residential structures, and inadequate parking in many commercial areas.

The DEIR for the Sonoma Redevelopment Plan Project Area Amendment notes that redevelopment may impact historic structures, and appropriate mitigation would be to 'determine whether sites containing structures that are or may be of historic value meet the state's criteria for designation as a historic resource' (p. 167).

Policies and Regulations: General Plan goals that apply to this area call for 'defining and reinforcing the historic, small-town characteristics of Sonoma' (Goal CDE-5). Policies are oriented toward ensuring compatibility with neighborhood scale, consistency with historic building patterns, and reusing historic buildings to the greatest extent feasible (p. 24). The DEIR for the General Plan Update notes that "displacement or detracting from the surrounding character of historic sites could still occur under the proposed General

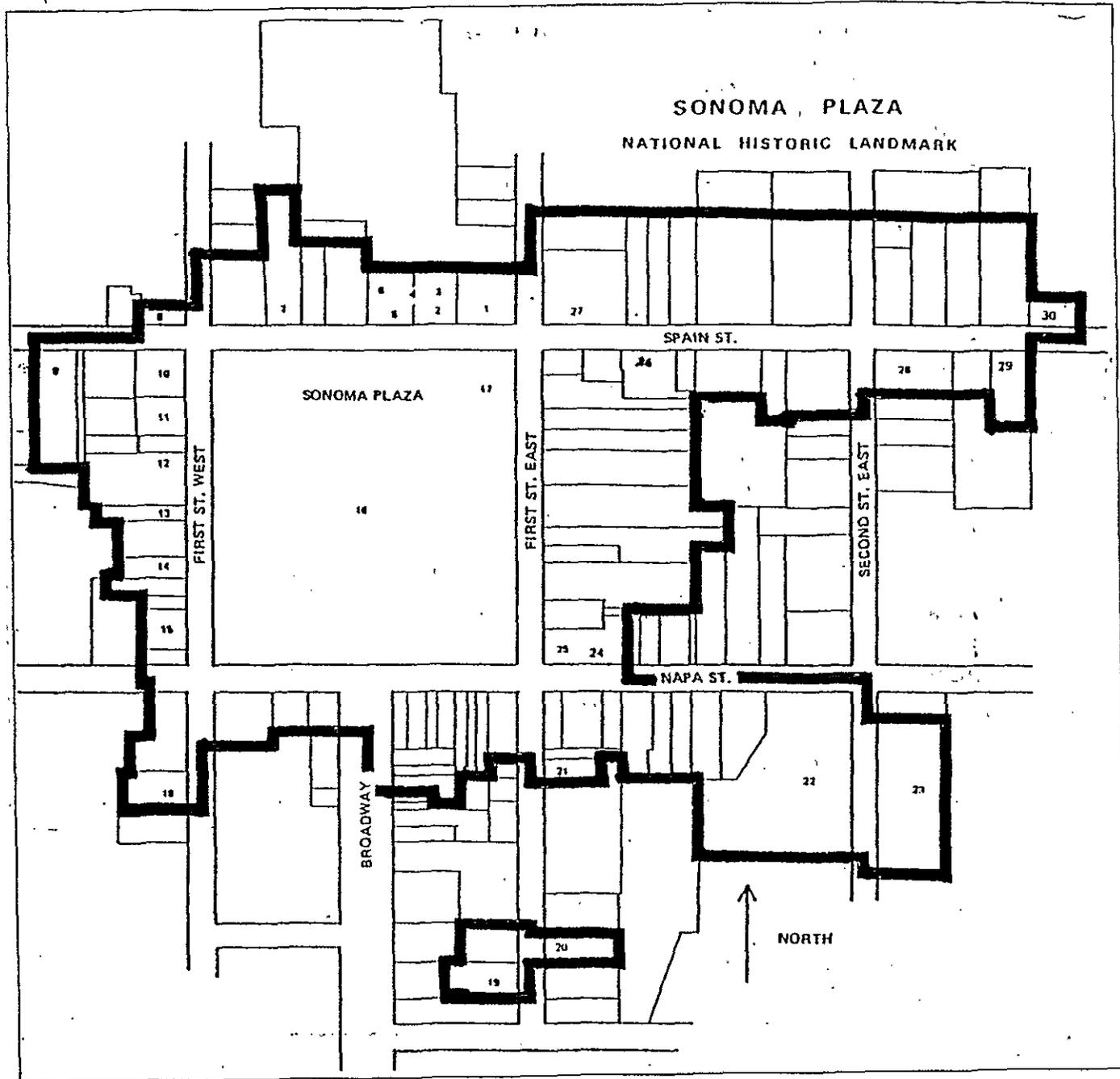


Figure 2

Sonoma Plaza National Historic District

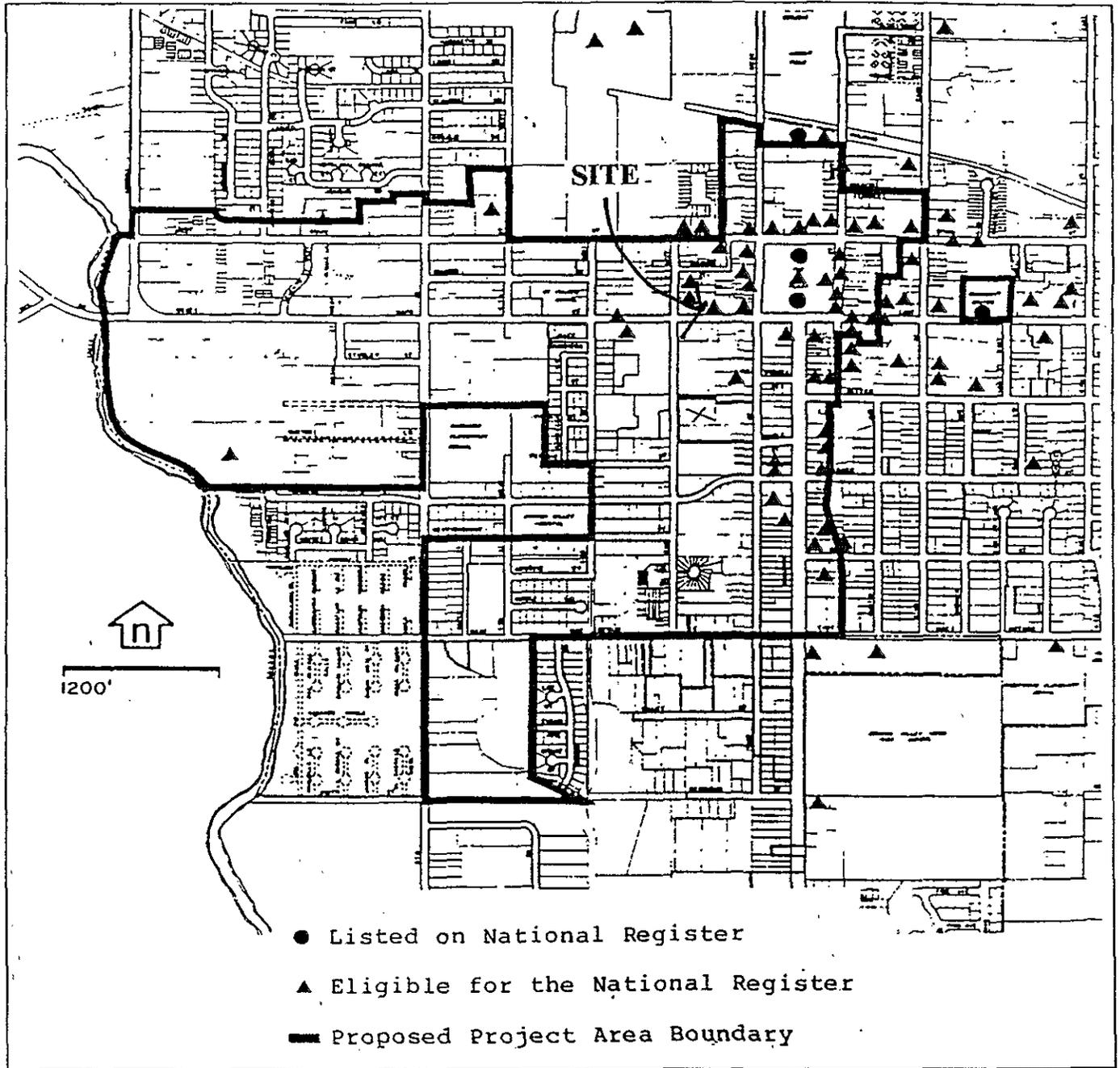


Figure 3

Locations of Historic Structures from 1983 Redevelopment Plan

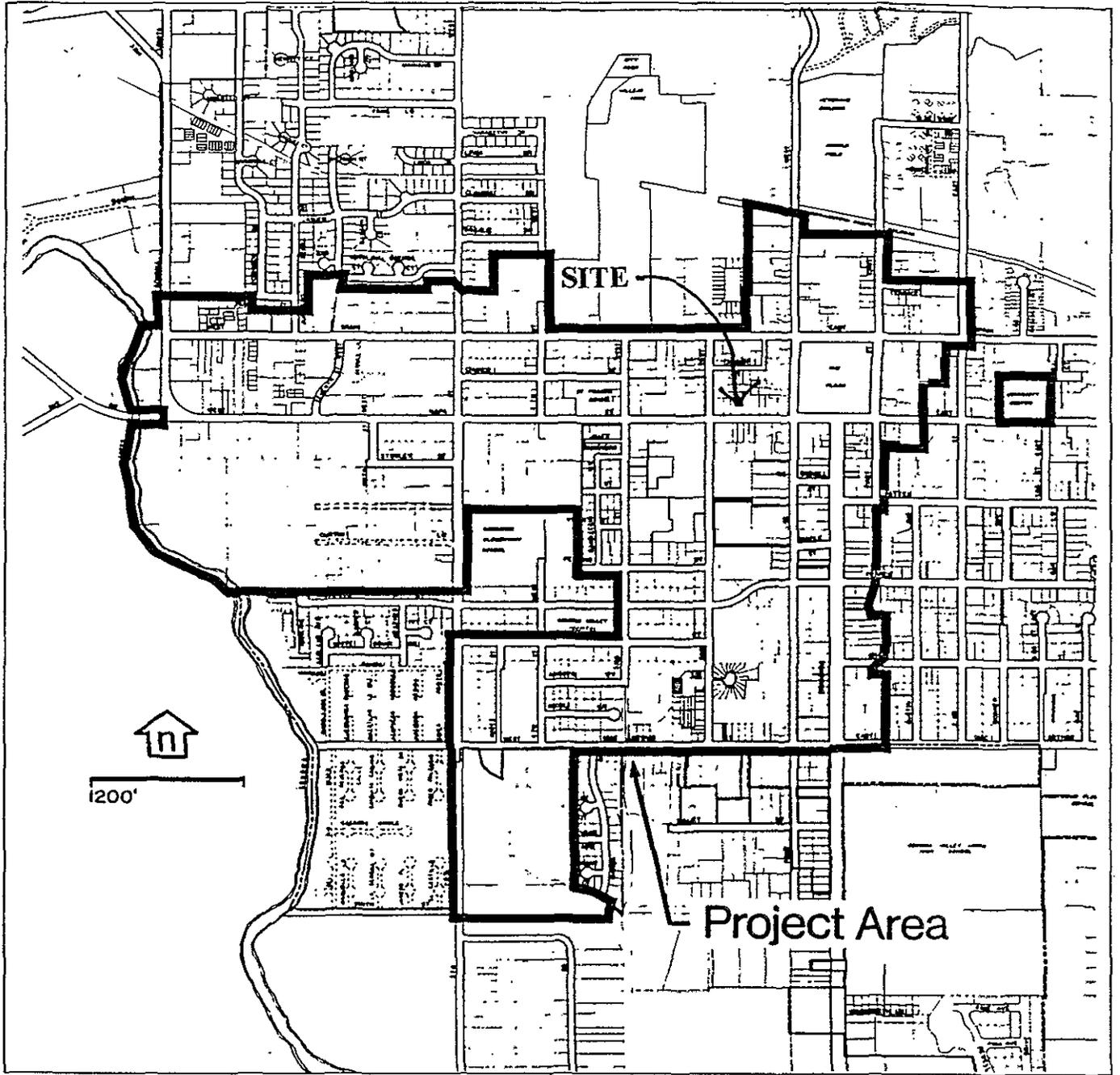


Figure 4

Sonoma Redevelopment Project Area

Plan Update (p. 189). Implementation strategies include developing and adopting town design guidelines. Zoning for this area is CO – Commercial.

APPLICATION OF ELIGIBILITY CRITERIA 2:

Association with persons important to local, California or national history

The following is a brief discussion of persons who have been associated with this site over time. Ownership or tenant information is taken from the preliminary title report, newspaper accounts, newspaper advertisements, and historical directories. A difficulty with using this information is that in the historical references, addresses were seldom used. It was apparently assumed that the reader knew the location of the business by local landmarks. Therefore, tenants are listed only where a street number or building name was given. Information about the persons discussed is from local histories and newspaper stories.

Property Ownerships/Tenancy

According to the preliminary title report, the first owner of this property was Arvilla McHarvey. She is listed in the 1913 Directory as a housekeeper. The 1906 Sanborn Map indicates that the property had not yet been subdivided into the parcel that is reflected by current property boundaries. The first property transfer was recorded in 1903, and the second property transfer was recorded in 1907. Both transactions were between Mrs. Harvey and Dr. Allen M. Thomson.

Dr. Thomson: Dr. Thomson owned this property from 1903/07 until 1927. He could have lived at 170/172 West Napa from 1913 on, which is when the house (now duplex) was built. A newspaper article notes that Drs. Thompson and Hayes were to move their offices into the upper floor of the Bulotti Building, above Sonoma Valley Furniture Company, in 1915.

Dr. Thomson returned from service in World War I in 1919. An ad from that year places Dr. Thomson's office and residence on Napa Street, "across from Mission Garage." An article notes that the Bulotti Building, the location of his previous office, is to be remodeled for a bank in 1923. The offices at 164 West Napa were constructed in 1925. In conclusion, it is possible that Dr. Thomson occupied the West Napa site in various capacities in the 1910s/20s.

Dr. Thomson was a prominent member of the community, as well as one of the few doctors in Sonoma for much of his career. He came to Sonoma in 1901, and married Anita Emparan, a grand-daughter of General Mariano Vallejo, in 1902. In addition to his service as a physician, he was also involved in other business enterprises, including owning a gold mine in Nevada in partnership with other local doctors and the Index-Tribune owner, and a fig ranch in Shasta.

Dr. Thomson was probably best known for his involvement in the forerunners of the Sonoma Hospital, according to accounts in Robert M. Lynch's book, The Sonoma Valley Story. There was no hospital in Sonoma in the early twentieth century. The Crane

Sanitarium in Boyes Springs was the closest facility. After this facility burned down in 1923, the head nurse retired to a ranch on Burndale Road. Dr. Thomson and three other doctors in town - Drs. Wilford B. Hayes, Sophus Boolson and A. K. McGrath - persuaded her to open what became known as the Burndale Sanitarium in 1924. Dr. Edward J. Finnerty joined the group in 1927.

Dr. Thomson was also involved in the development of a modern clinic in Santa Rosa, along with four Santa Rosa doctors, in 1925. It was to be located at 5th and Washington, on the second floor of the Elks Building, and organized along the same lines as the Mayo Clinic. One account has him spending the remainder of his career in Santa Rosa.

Dr. Finnerty: Dr. Finnerty purchased the property in December 1927, and it was in his family until March 1943. It was sold to Althea Edwards in March 1943, who sold it to Pasquale Ventimiglia in January 1944. Dr. Finnerty, as noted above, was part of the Burndale Sanitarium.

Dr. Newman: An article in the January 22, 1943 issue of the Index-Tribune notes that Dr. Newman, who had formerly practiced with Dr. Carroll ~~Edwards~~^{Andrews}, would be taking over the offices of Dr. Finnerty, who had accepted a position on the staff of the Sonoma State Home. The property on West Napa would be sold to Mr. and Mrs. Floyd Edwards, who would remodel the house for apartments and occupy one unit themselves. Dr. Newman's offices were advertised at 164 West Napa through the mid-1950s.

About 1944 the Burndale Road facility was taken over by Dr. McGrath, joined by Drs. Carroll B. Andrews and William J. Newman. At that time, however, a new facility was sought. The group leased a two-story building in Buena Vista in 1945. Among the first directors was Dr. Andrews. This facility was used for twenty years, although the need for a new, modern hospital was regularly expressed.

Dr. Andrews: Another physician listed at West Napa in 1941 was Carroll B. Andrews. Dr. Andrews had come to Sonoma in 1933. As noted above, he was also associated with the Burndale Sanitarium in 1944 and Buena Vista in 1945. By 1949 Andrews and others were listed at the American Trust Building on West Napa. Dr. Andrews retired in 1973 after 40 years of service.

In 1952 a committee was formed, including Dr. Newman, to seek a new hospital site and funding. A bond election for this new hospital was defeated in 1953. This was attributed to the work of a committee headed by Dr. Andrews, according to Robert Lynch. Eventually a bond election passed, and the new hospital opened in 1957.

Mr. Newton Dal Poggetto: A local prominent attorney, former judge, and community leader, Newton Dal Poggetto, had his offices at the 164 West Napa building in the late 1960s and early 1970s. He was a founding member of the Sonoma Valley Chamber of Commerce, which started in March 1930.

In 1944 the property was sold to Edward Voss, and it has remained in his family to the present. The Vosses have used the property for a rental throughout their ownership.

Evaluation

The offices at 164 West Napa Street have been associated with a number of important and prominent local citizens. Most of the individuals discussed here lived in Sonoma for much of their career and put in many years of service to the community. However, they are among many others who have played an important role in the formation of the institutions of Sonoma. Further, it appears that most professionals in the town had a number of different offices over the course of their careers, some which may be more directly associated with the periods in which their main contributions were made. In conclusion, it appears that the structures at 164-172 West Napa do not meet the criteria for association with persons important to local history.

APPLICATION OF ELIGIBILITY CRITERIA 3:

Embodies distinctive architectural characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values

164 West Napa Street

Architectural description: This is a one-story, wood-frame structure with a concrete foundation and composite roof. It has a rectangular floor plan, which runs north/south along the east side of the lot. The exterior finish is heavily textured stucco, with brick detailing, primarily at the window sills. A gable roof faces the street, and a cross gable faces the entry drive to the west. The rear addition also has a gable facing the parking area. The structure has a corner entry on the front façade, facing the entry drive, a side entry off the driveway, and an entry to the back addition near the parking area. It is 1,471 square feet in size.

The front façade features a three-part window, with a double-hung window in the center (originally six panes over one pane), and eight fixed panes in the sidelights. The sill is brick. A wood vent set in an arched opening with quoin details and a brick sill is centered under the gable. Single, double-hung windows with six panes over one are typical throughout the structure. Most frames are wood, and sills are brick. The vent detail is also repeated throughout the structure. The back addition has a simpler, contemporary window and entry, and a plain, rectangular rather than decorative vent.

The front corner entry features an arched opening that is also round in plan; that is, projecting from the doorway. This projecting shape is echoed in the stoop and stairs. The arch features brick detailing in the surround. A stepped parapet wall, topped with brick, helps define the entry and small planting areas. A stepped wall of similar design also defines the patio that leads to the stairs, which is stamped, colored concrete. These are the main character-defining features of the building.

Background: This structure has, by all appearances, always been used for offices, despite its residential character. According to assessor records, it was constructed in 1925. It is noted on the 1934 Sanborn map as a doctor's office with x-ray. At that time, there was no rear addition. The first assessment on the property was done in 1949, and the records show the structure as it currently exists. In other words, the addition was probably built between 1934 and 1949. Records also indicate that there are two offices and three exam rooms.

The photograph in the assessor's records, which appears to be from the 1950s, shows the front façade substantially as it exists today with the exception of the middle panel of the front window, which has been changed from a wood-frame double-hung window with six lights over a single pane, to a double-hung, aluminum frame window.

Evaluation: With the exceptions noted, this structure appears to have been unmodified since it was built, and is well-maintained. The landscaping is essentially as designed, including the front entry patio and hardscape details matching the house. Although the structure has apparently always been used for commercial purposes, it was obviously built to convey a residential appearance, and an appearance compatible with the residential structure across the driveway. As a result of the similar scale of the two structures, and similar roof lines and front set-backs, the residence and office present a coherent and complimentary appearance as viewed from the street, despite architectural differences.

166 – 168 West Napa Street

Architectural description: This one-story, wood-frame structure has a concrete foundation and flat roof. It is a rectangular building, running east to west at the rear of the lot. The siding has a stucco finish. The two units are essentially divided by a double garage with contemporary, roll-up door. There is a pair of double-hung, aluminum frame windows between the front door and garage for each unit, and a single, double-hung aluminum frame window on the far side of each front façade. The units are set back from the side and rear fence lines with a six-to-ten foot yard. The easterly unit has a bamboo and wood fence separating a yard area from the parking lot. The units are 672 square feet each, excluding the garage.

Background: This duplex was built in 1950, according to assessor records. No exterior modifications are known to have occurred over time.

Evaluation: This is a straight-forward, utilitarian structure. Landscaping and detailing is minimal. The location of the structure on the lot and its relationship to the other buildings and parking areas result in the building fronting on public parking areas, with minimal private outdoor space.

170 – 172 West Napa Street

Architectural description: This is a one-story, wood-frame structure with a partial stone foundation and composite roof. It has a largely rectangular floor plan, running north/south on the west side of the lot. The front unit has a stucco finish, and the rear unit has a stucco finish on a portion of it, with shingle siding on the majority of the unit. There is an attached three-car carport with an enclosed storage area in the back. Records indicate that the carport was rebuilt in 1991. There is a total of 2,344 square feet of living area, including both units.

This structure displays an enclosed front entry with asymmetrical gable roof projecting from the front façade, which also has a gable roof with a similar pitch. Ashlar concrete steps lead to the front door. There is a tall, narrow side light with three fixed panes to the left of the front door. This detail is repeated on the side walls enclosing the porch.

The façade of the front porch is visually extended with a narrow buttress on the right hand side, and the façade of the main structure is extended on the left with an arched wing wall leading to a side yard off the patio. The patio is again stamped, colored concrete, with a wood fence and formal landscaping.

Double-hung windows flank the front porch, with aluminum awnings and decorative metal grills. Originally, these were eight-paned casement windows, but they have been replaced. A wood, horizontally-oriented vent is located under the gable. A dramatic chimney on the right hand side of the structure is also apparent from the front.

On the east façade, large double-hung windows flank the chimney on the façade nearest the street. Next a screened entry porch leads to doors to both the front and rear unit. Finally, a bank of four, double-hung windows in a wide wood frame is featured on the northern-most section of the stucco unit. This area is actually within the rear unit, although it is within the gable-on-hip roof of the front unit.

The next section of the east façade appears almost as a free-standing room which projects slightly from the main façade of the building. This 'room' has shingle siding, and features two asymmetrically placed windows and a door. It has a shallow roof pitch with a east facing gable-end. The slope of its roof abuts the sloping roofs to the north and south. A large chimney, brick rather than the stucco finish of the front chimney, is visible to the far right, on the northern-most section of the building.

The remainder of the structure to the north, including another room, two covered passageways, a covered storage area, and the carport, feature a variety of windows and doors, with a variety of finishes. This is an older portion of the building which has obviously been heavily modified over time. It is all finished in dark shingles, with curved rafter details, painted white.

Background: This duplex was originally constructed in 1913, according to assessor records, and remodeled in 1925 (although records show the effective date of the remodel to be 1919). The structure was first appraised in 1949. The assessor's sketch shows the structure as currently configured. The accompanying photograph of the front facade, which appears to be from the 1950s, also shows the current appearance of the structure, with the exception of the windows on the front façade. These appear to have been double casement windows with eight lights on each panel. Today the windows appear to be double hung, aluminum-frame windows set in a wood frame, with vinyl partitions on the upper pane.

The 1923 Sanborn map shows the front unit with essentially the same 'footprint' and location as today. It has a different front entry and front porch however, indicating that the façade was heavily modified, if the whole unit was not rebuilt.

The footprint of the second or rear unit appears essentially as it is today, with the exception of an additional room with an exterior entry located at about the mid-point of the east façade. This room was added later, some time between 1923 and 1934. The

carport, as noted, was rebuilt in 1919. In its place was a smaller accessory structure in 1923.

The 1934 Sanborn map shows the structure as currently configured. Note, however, that these records only show exterior walls, and not interior or other modifications.

Evaluation: There are a number of roof forms on this structure that abut one another, with different rafter and soffit details. On the interior, the number of interior finishes, from wood lath and plaster to gypsum board to board and batten to knotty pine paneling indicates many modifications over time, as well as varying attention to finishes. The large number of exterior entrances and unconventional room relationships are another indication that the structure has been modified over time to accommodate different living/rental arrangements. This is corroborated by the fact that most windows have different design details, as do doors and entries.

Architectural Context

The two older structures on this site, the office and the west duplex, were built and remodeled at a time when period revivals were popular for adaptation to small residences. The economic prosperity of the 1920s and availability of inexpensive labor and materials are reasons given for the boom in home-building. Pattern books with plans and tempting illustrations were readily available to builders and property owners. Even prefabricated homes were available in 'New England Colonial, Dutch Colonial, Gothic or half-timber, Modern English, Italian, or Spanish Mission' styles.

The Mission Revival style was particularly popular, especially in California. It evolved from a heightened awareness of this earlier heritage, as the missions were being rehabilitated. It was introduced in expositions around the country from the 1880s to 1915, and became particularly popular in California, where architects and builders were seeking an architectural vocabulary that distinguished local architecture from the revival styles popular on the east coast. The rebuilding of the mission in Sonoma, of course, could have provided a direct inspiration here for adaptation of stylistic elements from the Mexican era.

The overall appearance of the 'cottages,' that is, the front unit of the duplex and the office, appear to be consistent with home-building trends of the time. The front duplex was remodeled (or perhaps rebuilt) in an English Cottage style, judging by the narrow projecting front entry with its asymmetrical gable. The slight buttress on the right side of the entry, as well as the arched opening to the side yard on the left, reinforces this impression. Tall narrow windows with multiple lights on the entry, as well as the eight-paned casement windows on the original structure, also support this interpretation.

The pitch of the roof on the entry porch is not typical of the English Cottage or Tudor-inspired style, however. The narrow chimney is also atypical of this style. It is possible that the pitch of the entry porch was designed to match the pitch of the roof of the main house, which may have been preserved when the front façade was remodeled. And it is

likely that the main house was a vernacular structure that evolved over time to fit the needs of the occupants.

Unfortunately, the interior of this front unit has been modified over time, perhaps to give additional space to the rear unit, and additions have been built on the rear unit that contribute to the discontinuity of the entire structure. In particular, the shingle exterior and multiple additions to the back unit do not support the aesthetic chosen for the front unit, and limit its value as a representation of any particular time or building style.

The office building across the driveway from the duplex is compatible in design with the front unit of the duplex, in that the structures are similar in scale, have gable roofs that face the street, with a similar pitch, a stucco finish, and similar window proportions and details.

The office building makes some reference to the Mission Revival style, although certain elements could also be attributed to the English Cottage style, in particular the juxtaposition of textures between the brick and stucco finishes and the proportions and design of the windows. The arches over the vents are more reminiscent of Spanish influences, but tile roof would have been more typical of this style. In general the building displays a compatible mix of eclectic, architectural elements, not atypical of the period, complemented by the design of the hardscape and landscaping.

In conclusion, although both structures are serviceable, well-maintained, and visually pleasing structures, they do not meet the criteria established for architectural significance. Neither represent a distinctive or typical example of their genre, nor a singular work of high artistic value. They are more representative of structures that have served their purpose for their owners and occupants, particularly over time, and made an attractive contribution to the streetscape.

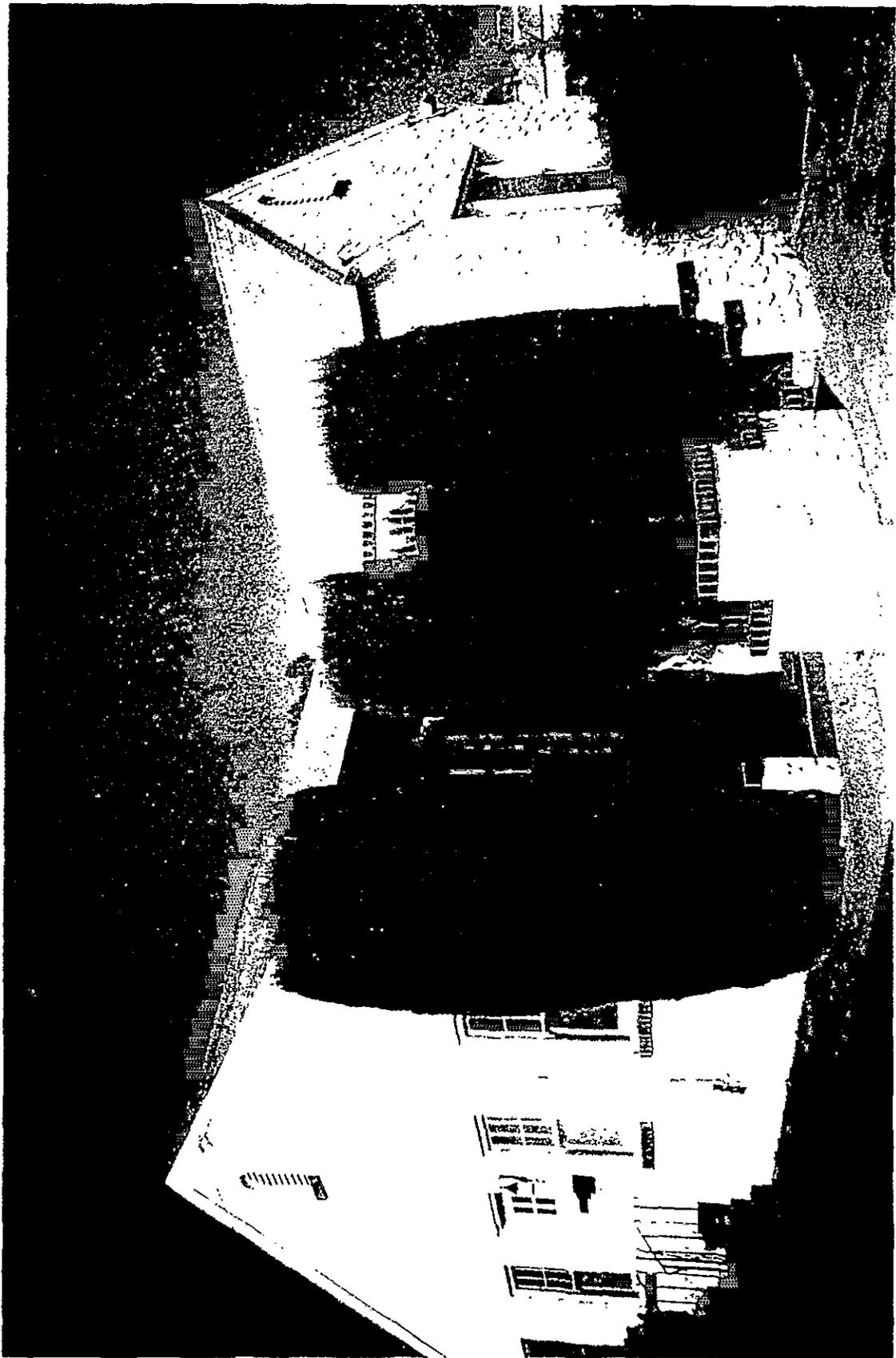


Figure 5

164 West Napa Street



Figure 6

166-168 West Napa Street

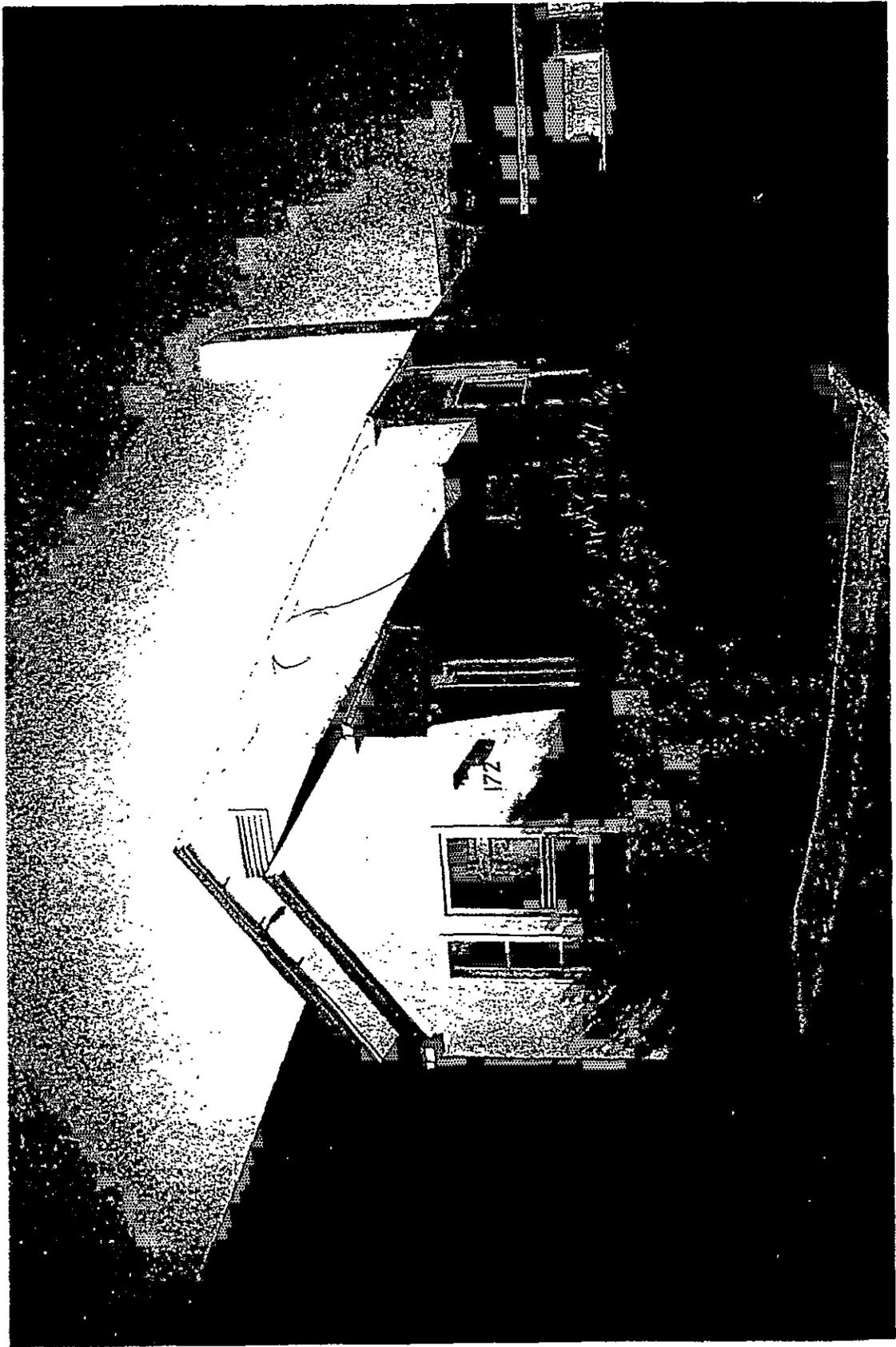


Figure 7

170-172 West Napa Street

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State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

AREA _____

HISTORIC RESOURCES INVENTORY

Ser _____	Site _____	Mo. _____	Yr. _____
UTM _____	Q _____	NR _____	SHL _____
Lat _____	Lon _____	Era _____	Sig. _____
Adm T2 _____	T3 _____	Cat _____	HABS _____ HAER _____ Fed _____

State use only

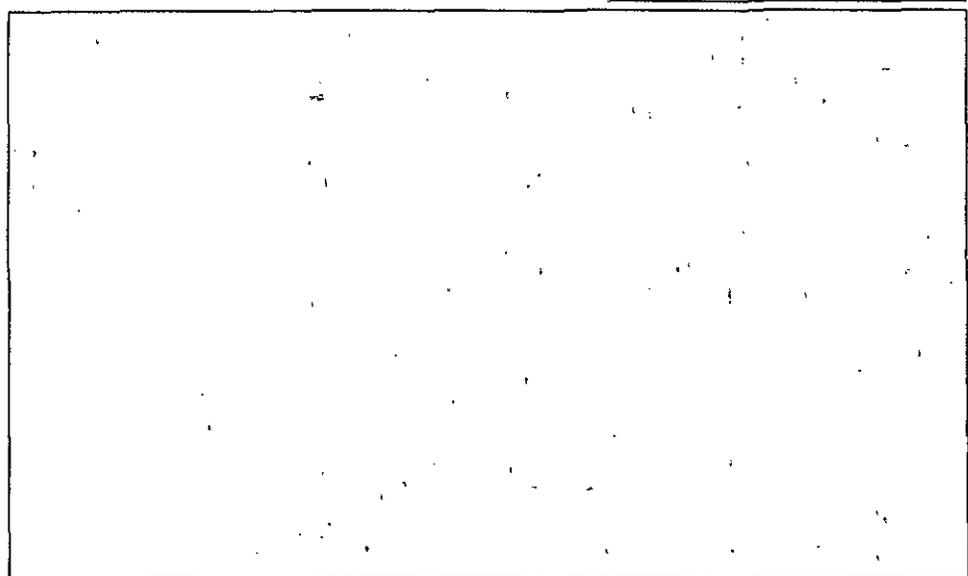
IDENTIFICATION

- Common name: 164 NAPA ST.
- Historic name, if known: _____
- Street or rural address: 164 NAPA ST; WEST
City: SONOMA County: _____ State: _____ ZIP: _____
Category: MEDICAL BLDG. - OFFICES
- Present owner, if known: IRMA VOSS (DECEASED) - DAUGHTER OWNES.
Street address: 164 NAPA ST 1340 VERMONT City: CONCORD
County: _____ State: CA ZIP 94521-4145 0008
Telephone: _____ Fax number: _____ Ownership is: _____
- Present Use: MEDICAL OFFICES Original Use: RESIDENCE
Other Past Uses: RESIDENCE

DESCRIPTION

- Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:
Stucco building - 1 story - 7 rooms - 4 bedrooms
2 baths - fireplace - used now as office building
for medical group. Several small cottages on
lot # 166-168-170-172 - all rentals - owned by owner.
at back of lot another residence.

- Approximate property size: Frontage _____ Depth _____ on approx acreage 0.46
- Photo (black and white)
- Date of photo: _____



- Condition: (check one)
 - a. Excellent
 - b. Good
 - c. Fair
 - d. Deteriorated
 - e. No longer in existence
- Is the structure altered?
 - a. Yes
 - b. No

12. Surroundings (check all that apply)
- a. Open land
 - b. Scattered buildings
 - c. Densely built-up
 - d. Residential
 - e. Commercial
 - f. Industrial
13. If officially landmarked, landmark type
- a. National Register
 - b. State
 - c. County
 - d. City
14. Primary exterior building material
- a. Stone
 - b. Brick
 - c. Stucco
 - d. Adobe
 - e. Wood
 - f. Other

15. Is the structure on its ... a. original site? b. moved? c. or unknown?

16. Year of construction 1913

This date is ... a. Factual b. Estimated

17. Architectural style or element Spanish (?)

18. Architect (if known) _____

19. Builder (if known) _____

20. Related features
- a. Barn
 - b. Carriage house
 - c. Outhouse
 - d. Shed(s)
 - e. Formal gardens
 - f. Windmill
 - g. Watertower
 - h. Tankhouse
 - i. None
 - j. Other cottages

SIGNIFICANCE

21. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site if known.)

On viewing cottages on property - there are four plus residence in back. There was nothing historic about these cottages that I could determine. The main building is typical of residences built during this time. It has been a facility for medical offices for many years. Well kept and interior has been modified many times. While the cottages are not architecturally historic design, they are over 50 years old and therefore historic by the City of Honolulu's recent Council decision.

22. UTM (Sonoma Quad)

23. Sources of information

Date form prepared: _____

Organization: Sonoma League for Historic Preservation, P.O. BOX 766, Sonoma, CA 95476

SCALE IN 1/10 OF AN INCH



1-800-345-7334

COUNTY ASSESSOR'S PARCEL MAP

TAX RATE AREA
6-012

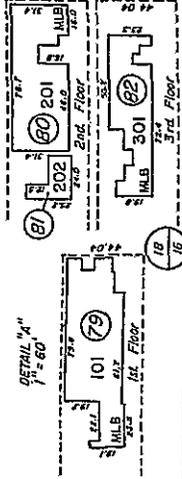
18-20

Sonoma Parcel Map No. 109
Bl. 560 Pgs. 12-13, Rec. 12-27-96

Sonoma Parcel Map No. 92
Bl. 564 Pgs. 14-15, Rec. 5-6-97

City of Sonoma
Parcel Map 34
Bl. 544 Pgs. 26/27
Rec. 04/26/85

MASONIC LODGE BUILDING
A Commercial Condominium
REC. 12-3-96 IN BK. 556 MAPS, PGS. 34-35
O.R. 96-107632, REC. 12-3-96



SPAIN STREET

VALLEJO STREET

CHURCH STREET

URCH ST.

THIRD STREET WEST

SECOND STREET WEST

FIRST STREET WEST

NAPA STREET

WEST

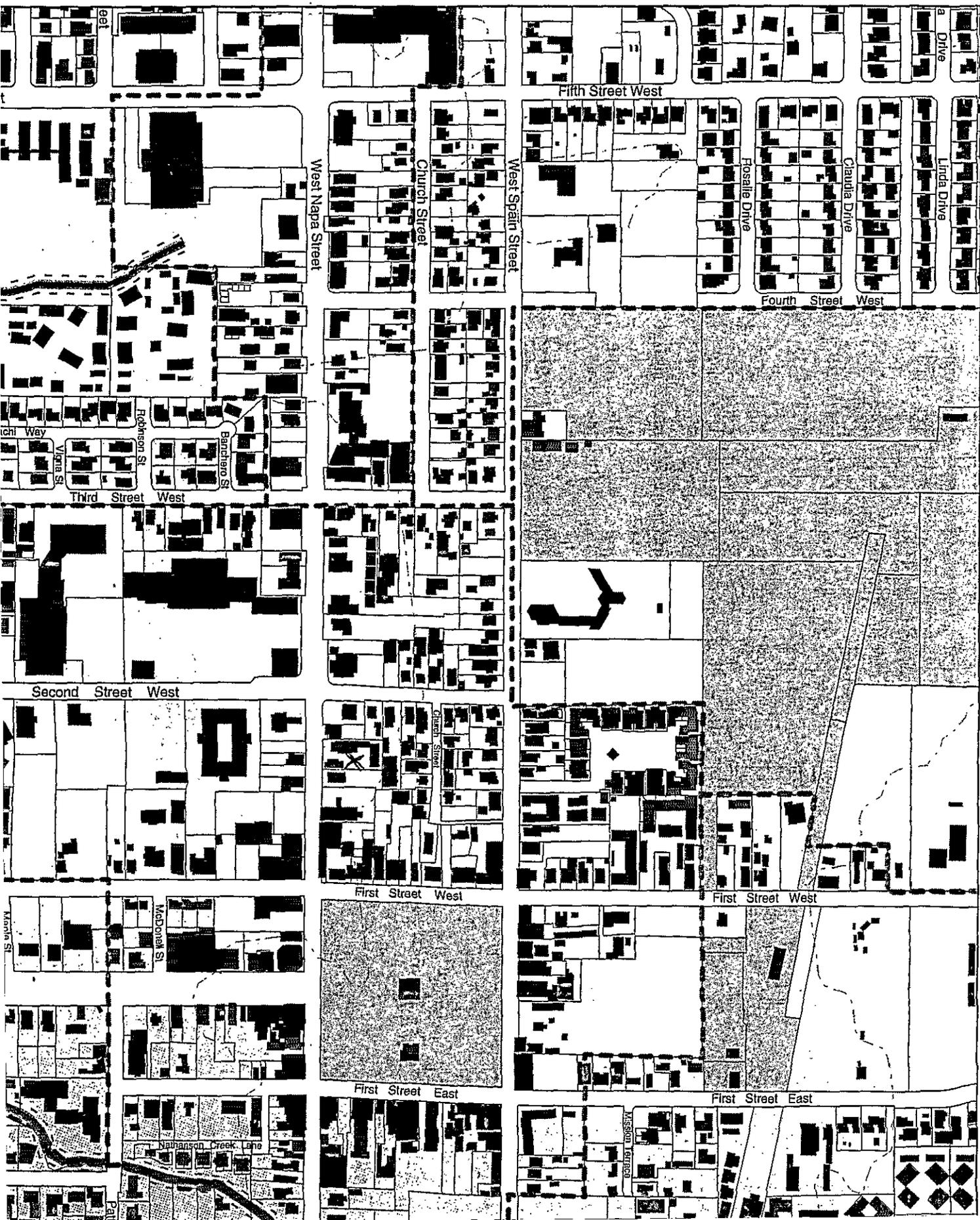
WEST

WEST

- REVISED
- 7-28-80 #23
 - 2-10-81 #33
 - 2-11-82 #75
 - 7-14-82 #77
 - 11-16-83 #75
 - 11-17-83 #56
 - 9-3-83 #58
 - 1-25-87 #38
 - 1-25-87 #82 AT
 - 12-1-87 #40 NF

NOTE: THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY, NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA DELINEATED THEREON.

Assessor's Map Bl. 18 Pg. 20
Sonoma County, Calif.



Fifth Street West

Fourth Street West

Second Street West

Third Street West

First Street West

First Street West

First Street East

First Street East

Nahanson Creek Lane

Mason Terrace

West Napa Street

Church Street

West Spain Street

Fosalie Drive

Claudia Drive

Linda Drive

Robinson St

Bancho St

Victoria St

Richi Way

Marble St

McDonnell St

Church Street

MEMO

To: Planning Commission
From: Associate Planner Atkins
Re: Update of the City of Sonoma Bicycle and Pedestrian Master Plan

Background

The Sonoma Bicycle & Pedestrian Master Plan (Plan) was developed as a component of the Sonoma County Transportation Authority's (SCTA's) 2008 *Countywide Bicycle and Pedestrian Master Plan*. While part of the county-wide *Master Plan*, the Sonoma plan is also a stand-alone document to be used by the City of Sonoma to guide implementation of local projects and programs and document city policy. However, as a component of the SCTA *Countywide Bicycle & Pedestrian Master Plan* it is also designed to improve coordination in realizing the countywide bicycle and pedestrian system.

Key Changes

The majority of the changes involved with the update of the Plan involve updating a number of proposed bike routes to existing routes. The following is list of bike projects that have been completed since the Plan adoption:

- Class II bike routes on Fifth Street West.
- Class II bike routes on West MacArthur Street.
- Crosswalk improvement across Sonoma Highway at the Maxwell Village Shopping Center.
- Class III bike routes on Oregon Street, Curtain Lane, and Third Street West.
- Comprehensive bike signage program.

In addition, as previously directed by the City Council, a proposed Class II bike route has been removed from West Spain Street.

Updated Plan

The updated Plan was developed over the course of a year through the coordinated efforts of the SCTA's Bicycle and Pedestrian Advisory Committee, a project steering committee, Sonoma City staff, and input from the public.

At this time, staff is requesting that the Planning Commission review the document and make changes as necessary. Please ensure that all proposed bicycle and pedestrian facilities are listed on Table 6 (page 39-41).

Following the Planning Commission's review, the City Council will consider the updated Plan in April, at which time, the City Council will be requested to adopt a resolution approving and adopting the *Sonoma Bicycle and Pedestrian Plan*. The updated plan will be ultimately be included as an attachment to the General Plan in the next General Plan revision.

The Countywide Bicycle and Pedestrian Master Plan is also being updated. It is anticipated that the SCTA Board of Directors will review the final updated Countywide Bicycle and Pedestrian Master Plan on May 12, 2014.

Note: On February 12, 2014, the Community Services and Environmental Commission reviewed the Plan and recommended that the City Council approve the plan.

Recommendation

Provide a positive recommendation to the City Council regarding the updates to the *Sonoma Bicycle and Pedestrian Master Plan*.

Attachments

1. *2014 Sonoma Bicycle & Pedestrian Master Plan*
2. *City of Sonoma Bicycle & Pedestrian Map*



DRAFT

SONOMA BICYCLE AND PEDESTRIAN MASTER PLAN



Prepared by:
Sonoma County Transportation Authority

In partnership with:
City of Sonoma

Adopted September 2008
Updated TBD



GLOSSARY AND LIST OF ACRONYMS

ADA	Americans with Disabilities Act, passed in 1990, gives civil rights protections to individuals with disabilities similar to those provided to individuals on the basis of race, color, sex, national origin, age, and religion. Title II of the ADA prohibits discrimination against qualified individuals with disabilities in all programs, activities, and services of public entities, including local governments.
Bicycle Facilities	Bicycle infrastructure, including bike lanes, bike routes, and bike paths.
BAAQMD	Bay Area Air Quality Management District was created through the California Legislature in 1955 to manage air quality in the 9-county Bay Area. BAAQMD funds a variety of bicycle, pedestrian and transit projects through various grant programs, such as TFCA. Only the southern section of Sonoma County falls within the Air District’s boundaries. The jurisdictions north of Windsor (Healdsburg and Cloverdale) outside of the BAAQMD boundaries.
Bicycle Support Facilities	Bike racks, bicycle lockers, changing rooms, signal detection, and other amenities that support bicycling.
Bike Lane	A painted lane for one-way bicycle travel with a minimum 5 foot width. Defined as a Class II Bikeway by Caltrans.
Bike Route	A street that is designated for shared bicycle and motor vehicle use by placement of bike route signs along the roadway. Note that bicyclists are legally allowed to ride on all roadways in California, whether they are bike routes or not, unless expressly forbid. Defined as a Class III bikeway by Caltrans.
Caltrans	California Department of Transportation
Measure M	The voter-approved Traffic Relief Act for Sonoma County is a 1/4 cent sales tax used to maintain local streets, fix potholes, widen Highway 101, improve interchanges, restore and enhance transit, support development of passenger rail, and build and support safe bicycle and pedestrian routes and programs.
Mode Share	A measurement of the number of trips or percentage of trips that are taken by a given type of transportation. Mode shares include, but are not limited to, bicycling, walking, transit, and driving.
MTC	Metropolitan Transportation Commission is the regional transportation agency for the 9-county Bay Area. MTC manages a variety of funding programs such as TDA3.
Multi-Use Path	A paved path with an 8-foot minimum paved width, that is solely for bicycle and pedestrian travel. Defined as a Class I bikeway by Caltrans.
NSCAPCD	The Northern Sonoma County Air Pollution Control District (NSCAPCD) is one of 35 California air districts established to regulate the emissions of air pollution from “stationary sources” that could be detrimental to the health, safety, and welfare of the public. The NSCAPCD manages the northern section of Sonoma County that is outside of BAAQMD’s boundary, and manages grant and incentive opportunities for clean air projects.
Pedestrian Amenities	Street furniture, pedestrian-scale lighting, landscaping, and other infrastructure and design elements that support pedestrians and improve the walkability of a street.
Pedestrian Facilities	Pedestrian infrastructure, including sidewalks and paths.

Glossary and List of Acronyms, continued

ROW	Right-of-Way
Sharrows	Shared Roadway Bicycle Markings - A stencil of a bicycle and chevron placed in the middle of the right-hand vehicle lane, typically adjacent to parallel parking. The shared lane marking indicates to bicyclists where they should ride to avoid opening car doors and reminds motorists that bicycles will be riding in the middle of the lane.
SCTA	Sonoma County Transportation Authority manages countywide planning and programming of funds.
SRTS	Safe Routes to Schools. There is a Countywide Safe Routes to Schools Program. There are also locally managed SRTS activities in some jurisdictions.
SWITRS	A database of police-reported collisions maintained by the California Highway Patrol.
TDA3	Transportation Development Act, Article 3 is a 2% set-aside from TDA funding, which is exclusively reserved for bicycle and pedestrian projects. In Sonoma County, each jurisdiction accumulates TDA3 funds each year based upon their share of the population.
TFCA	Transportation Fund for Clean Air is a funding program managed by the Bay Area Air Quality Management District. The TFCA program is funded by a \$4 vehicle registration surcharge in the Bay Area.

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1 | INTRODUCTION



This Sonoma Bicycle & Pedestrian Master Plan was developed as a component of the Sonoma County Transportation Authority's (SCTA's) 2008 Countywide Bicycle and Pedestrian Master Plan. While part of the Master Plan, the Sonoma plan is also a stand-alone document to be used by the City of Sonoma to guide implementation of local projects and programs and document city policy. It is also designed to be a component of the SCTA Countywide Bicycle & Pedestrian Master Plan to improve coordination in realizing the countywide bicycle and pedestrian system.

The Sonoma plan was developed over the course of a year through the coordinated efforts of the SCTA's Bicycle and Pedestrian Advisory Committee, a focused project steering committee, Sonoma staff, and input from the public through a series of public workshops and public review periods. The Project Steering Committee was established to oversee the development of the plan and consisted of representatives from the County and each of its cities. Public workshops were held throughout the County to collect input from interested members of the public. The workshops were advertised through various local and regional print media, mailings, the posting of public fliers, and government outreach efforts.

The primary emphasis of this planning effort is to facilitate transportation improvements for bicyclists and pedestrians.

Purposes of the Plan

The purposes of the *SCTA Countywide Bicycle & Pedestrian Master Plan* are to:

- Assess the needs of bicyclists and pedestrians throughout Sonoma County in order to identify a set of local and countywide improvements and implementation strategies that will encourage more people to walk and bicycle;
- Identify local and countywide systems of physical and programmatic improvements to support bicycling and walking;
- Provide local agencies that adopt the Plan with eligibility for various funding programs, including the State Bicycle Transportation Account (BTA);
- Act as a resource and coordinating document for local actions and regional projects;
- Foster cooperation between entities for planning purposes and to create Geographic Information System (GIS) maps and a database of existing and proposed facilities countywide.
- * The definition of "pedestrian" includes persons who use wheelchairs (please see side box)

Purposes of the Plan Update:

The update to the 2008 Countywide Bicycle and Pedestrian Master Plan was driven by the need to address the current environment for pedestrian and bicycle planning in Sonoma County. Over the past five years, a variety of changes have taken place, therefore accompanying information needs to be updated. The key updates are:

- Map: countywide bicycle and pedestrian facilities map
- Data: Census data, collision data, and commuting statistics
- Project Lists: Countywide proposed bicycle and pedestrian projects

To achieve these, the Plan includes recommendations for physical improvements and programs that could be developed to enhance and expand existing facilities, connect gaps, address constraints, provide for greater local and regional connectivity, and increase the potential for walking and bicycling as transportation modes.

Vision Statement

Through a collaborative planning process, a vision, goal and objectives were approved by all ten jurisdictions of Sonoma County: Cloverdale, Healdsburg, Windsor, Santa Rosa, Cotati, Rohnert Park, Petaluma, Sonoma, Sebastopol, and the County of Sonoma. These are designed to guide the development and maintenance of bicycle and pedestrian facilities throughout Sonoma County and express the intent of SCTA and Sonoma County jurisdictions to enhance non-motorized mobility and to improve safety, access, traffic congestion, air quality, and the quality of life of Sonoma County residents, workers and visitors.



Vision

The vision for a comprehensive bicycle and pedestrian transportation system is:
In Sonoma County bicycling and walking are:

- Important to residents' quality of life
- Integral parts of an interconnected transportation system
- Safe and convenient for all user groups
- Viable means of reaching desired destinations
- Routinely accommodated as part of a complete streets approach
- Encouraged by easy connections to transit
- Supported by education and enforcement
- Advanced by actions of government, schools and the private sector
- Promoted as tourism and recreation attractions
- Mode choices that contribute to personal health
- Options that reduce vehicle miles traveled and greenhouse gas emissions

Caltrans Compliance

Active Transportation Program

The Active Transportation Program was created in 2013 by Senate Bill 99 and Assembly Bill 101. There is no longer a checklist requirement as was the case per the Bicycle Transportation Account before the Active Transportation Program. Depending on the amount awarded to a project, there may be a requirement for the project/program to be included in a plan.

As detailed on page 10, the “Public Participation and Planning” bullet point under “Scoring Criteria” in the draft guidelines:

Identification of the community-based public participation process that culminated in the project proposal, which may include noticed meetings and consultation with local stakeholders. Project applicants must clearly articulate how the local participation process resulted in the identification and prioritization of the proposed project.

For projects costing \$1 million or more, an emphasis will be placed on projects that are prioritized in an adopted city or county bicycle transportation plan, pursuant to Section 891.2, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, or circulation element of a general plan that incorporated elements of an active transportation plan. In future funding cycles, the Commission expects to make consistency with an approved active transportation plan a requirement for large projects.

At the time of this writing, the guidelines and application process were being written and approved by the California Transportation Commission. For more information, please visit the Active Transportation Program website: <http://www.catc.ca.gov/programs/ATP.htm> or <http://www.dot.ca.gov/hq/LocalPrograms/atp/>.

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2 | CONTEXT AND SETTING

Land Use and Transportation

Indigenous peoples lived in the Sonoma Valley for at least 12,000 years before the Spanish missionaries arrived in the early 19th century. In 1823, Mission San Francisco Solano de Sonoma was established, the farthest north of all 21 California missions and connected by a “Royal Road” named El Camino Real. In 1835, Sonoma was acknowledged by Mexico as a city. General Vallejo led the transformation of Sonoma into a Mexican town, constructing the eight-acre central Plaza, street grid, and wide Broadway—all of which remain central characteristics of today’s Sonoma. In 1850, California became a state. The temperate climate and fertile soils of the Sonoma Valley favored agriculture, especially viticulture. The extension of the railroad to Sonoma in the 1880’s brought new residents, visitors and increased commerce.



The next major influence on transportation, and likewise land use, was the affordability of the automobile for many families and businesses. Trails evolved into paved roads to serve the new vehicular mode and land use and development quickly adapted with more dispersed patterns. As development became more sprawled and the number of car owners grew, non-motorized means of travel declined. Worth noting is that most of Sonoma County’s cities retain a central historic core that preceded the advent of the automobile. Sonoma’s downtown retains much of its walkability from that earlier era.

Jurisdiction Overview Setting and Land Use

Sonoma has a population of 10,731 (according to the 2013 California Department of Finance Population Estimates), and serves as the economic hub for approximately 39,000 residents who populate the rural Sonoma Valley. With its relatively flat terrain, vibrant commercial districts, and growing network of multi-use trails, Sonoma provides an ideal environment for walking and bicycling. From a pedestrian’s perspective, Sonoma can be viewed as being divided into thirds by State Highway 12, the City’s most significant barrier to walking. The three neighborhoods meet at the Plaza, Sonoma’s historic town square, which houses City Hall and a central city park, which is surrounded by a thriving commercial district and features the historic Mission San Francisco Solano de Sonoma. “Walking the plaza” is one of the main draws of the City’s tourist-based economy.

Town Center and Northern Hills – the historic plaza is central feature in Sonoma. The Plaza is bounded by residential uses and two blocks north of the Plaza, there is a collection of park and public facilities, including Depot Park, Arnold Field, the Veterans’ Memorial Building, the Police Station, seven acres of playing fields, and Mountain Cemetery as well as the Montini Open Space Preserve.

Broadway – the Broadway corridor extends south from the Plaza. According to the 2020 General Plan, the corridor is designated for mixed use development between Maple Street and Four Corners., and streetscape improvements in the right-of-way are planned to continue south to Four Corners. Street trees, lighting, benches, planters, and other features will enhance the travel experience by car, bike, and foot, and will extend the historic feel of the Plaza all the way south to the edge of town.

East and Southeast Sonoma – represents the city’s largest and oldest single-family area with a mix of housing types. The

area includes a number of public facilities, commercial activities, agricultural parcels, parks, creeks, multi-use trails, and low volume residential streets.

Southwest Sonoma—a predominantly residential area—is defined by Broadway, also known as SR12 or Highway 12—a commercial corridor—to its east and West Napa to the north. This area contains Sonoma’s lowest income neighborhoods (east of Sonoma Creek), a number of neighborhood parks, two schools and the Sonoma Valley Hospital. Southeast Sonoma is bordered by Broadway to the west and East Napa Street to the north. With the exception of shops and Sonoma High and Junior High schools, which are within a block of Broadway, the area is predominantly residential. The southern border of northern Sonoma is Highway 12/West Napa Street and East Napa Street. The Plaza and nearby Sonoma State Historic Park are at the center of this largely commercial area, although there are residential neighborhoods between the park and the Sonoma Highway



West Sonoma – is largely developed with single- and multi-family neighborhoods. The area includes the Sonoma Valley Hospital which has a significant influence on land-use and circulation patterns. While the hospital predates the surrounding residential development, it is now hemmed in by houses and the growth of the hospital over the years has led to higher traffic and friction with neighboring residents. West Napa Street from Fifth Street West to Sonoma Highway is designated for commercial use. A Branch of the Sonoma County Library is a popular destination within the corridor. Pockets of adjacent mixed use and multi-family development are located adjacent to the corridor.

Northwest Sonoma – the area north of West Napa Street and west of Fifth Street West contains the second largest reservoir of single family housing in Sonoma. It also contains Vallejo Home State Park, the largest tract of permanent open space in the city. Sonoma Highway is designated as a mixed use and commercial corridor, including at the city’s northern gateway at Verano Avenue.

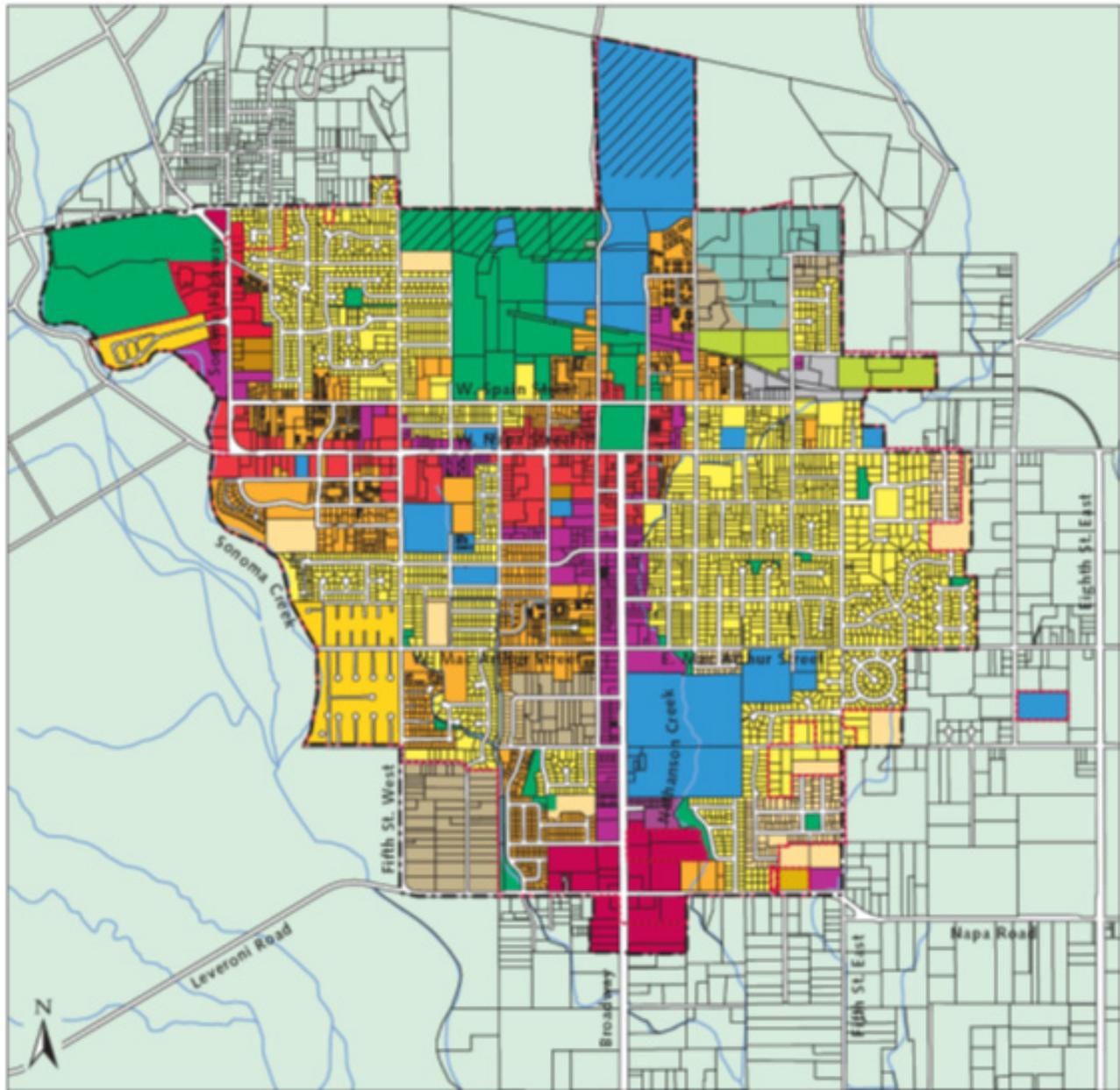
Four Corners – the intersection of Broadway with Napa and Leveroni Roads, known as Four Corners, serves as the primary southern gateway to Sonoma. According to the 2020 General Plan, the area is planned to develop and densify with housing and resident- and visitor-serving uses that feature high quality, pedestrian- scale architecture, open space, and generous landscaping. Mixed-use development and adjacent multi-family development are encouraged as means of reducing traffic and encouraging a residential presence.

Land use development and settlement patterns are indicated in Figure 1, the Sonoma Land-Use Map.

Attractors and Generators

Attractors and generators in Sonoma were identified by reviewing information from standard sources such as maps, plans, and the City’s website as well as consultation with staff. The locations of the attractors and generators were considered in determining the alignments of both the local and countywide networks. They include downtown, City Hall and other government buildings, transit access, regional and local parks, schools, Sonoma Valley Hospital and medical services, commercial districts, shopping centers, and other public attractions.

Figure 2.1: City of Sonoma Land Use Map



Rural Residential		Mobile Home Park		Park	
Low Density Residential		Mixed Use		Hillside	
Sonoma Residential		Commercial		Agriculture	
Medium Density Residential		Gateway Commercial		Open Space Overlay	
High Density Residential		Wine Production		City Limits	
Housing Opportunity		Public Facility		Sphere of Influence/UGB	



Figure CD-2

Land Use Plan

Source: City of Sonoma, October 2006.

Schools and Safe Routes

The Sonoma Unified School District serves the community with five schools. In addition, there are several private schools and preschools in Sonoma. The City's five public schools include Sonoma Valley High School Creekside Continuation High School, Adele Harrison Middle School, Prestwood Elementary, and Sassarini Elementary. Private schools include St. Francis Solano School, Sonoma Valley Academy, and Sonoma Valley Christian School. The schools, the grades they serve, and their addresses are listed in Table 2.2 below.



Table 2.2
Sonoma Schools

<i>Sonoma Valley High School</i>	<i>9 – 12</i>	<i>20000 Broadway</i>
<i>Creekside Continuation High School</i>	<i>9 – 12</i>	<i>1100 Broadway</i>
<i>Adele Harrison Middle School</i>	<i>6 – 8</i>	<i>1150 Broadway</i>
<i>Prestwood Elementary School</i>	<i>K – 5</i>	<i>343 Mac Arthur Street</i>
<i>Sassarini Elementary School</i>	<i>K – 5</i>	<i>652 Fifth Street West</i>
<i>St. Francis Solano School</i>	<i>K – 8</i>	<i>342 West Napa Street</i>
<i>Sonoma Valley Academy</i>	<i>6 – 12</i>	<i>276 East Napa St</i>
<i>Sonoma Valley Christian School</i>	<i>K – 8</i>	<i>542 First Street E</i>

In addition to being the name of state and federal funding programs, safe routes to schools programs are an essential component of successful efforts to make walking and bicycling to school safer, increase the number of children walking and bicycling to school, improve children's health and fitness, and educate students and parents about the health, transportation and environmental benefits of walking and bicycling.

Safe Routes to Schools programs typically use the "five Es" to accomplish these goals: Encouragement (e.g., prizes, special events like Walk to School Day), Education (e.g., fliers on the benefits of walking, maps of safe routes, classroom curriculum), Engineering (e.g., improvements to infrastructure such as roadways, intersections, sidewalks and bicycle facilities), Enforcement (making sure motorists, pedestrians and bicyclists understand and obey the rules of the road), and Evaluation (such as before/after surveys to see the effect of programs and physical improvements on mode choice for student commuters).

In 2004/05, the City partnered with the Sonoma Valley Unified School District to apply for Caltrans SR2S funds to improve pedestrian commute routes to Sassarini Elementary School, Adele Harrison Middle School, and Sonoma Valley High School. Project improvements include constructing sidewalks and curb extensions and installing radar speed feedback signs to help calm traffic on Broadway at Newcomb Street and on 5th Street West at Bettencourt Street.

Parks and Community Facilities

A variety of parks and community facilities exist in Sonoma. They include neighborhood parks, community parks, open space areas, regional parks, state parks, civic buildings, schools, and other quasi-public facilities. These facilities are distributed throughout the community and are accessible by those on foot and/or bicycle. Following is a list of the parks:

- Casa Grande/Mission – State Park with museum and historic structures
- Vallejo Home – State Park with museum and historic structures
- Arnold Field / Teeter Field – County park
- Maxwell Farms – regional park
- Plaza Park – city plaza
- Depot Park – community park
- Olsen Park – community park
- Pinelli Park – neighborhood park
- Eraldi Park – community park
- El Prado Green – pocket park
- Nathanson Creek Park – neighborhood park
- Hertenstein Park – neighborhood park
- Carter Park – neighborhood park
- Grinstead Park – open space park
- Bond Property – community garden
- Madera Park – neighborhood park
- Armstrong Park – pocket park
- Field of Dreams – community park
- MacArthur Park – neighborhood park
- Sonoma Valley Oaks – community park
- Overlook Trail – community park
- Nathanson Creek Preserve – open space



Sonoma Demographics and Commute Patterns

Local Bicycle and Pedestrian Travel Characteristics

Travel information in Sonoma was analyzed to identify mode split and to evaluate travel time to work. The term ‘mode split’ refers to the form of transportation a person chooses: walking, bicycling, taking a bus, driving, etc. The commute analysis establishes base data on the existing number of bicycle and pedestrian commuters, as well as an indication of the number of potential bicycle and pedestrian commuters in the plan area. This information can then be used by staff and local officials to develop improvement plans and set priorities, with the objective of increasing the percentage of people who choose to walk or bicycle rather than drive a car or be driven.

A review of available demographic and commute statistics was performed in order to better understand the level of walking and bicycling in Sonoma and Sonoma County as a whole. Several data sources were reviewed, including California Department of Finance Population Estimates, the Bay Area Travel Survey, and Journey-to-Work (JTW) Data from the US Census Bureau.

Every ten years, the US Census Bureau attempts to count every person throughout the nation. In the 2000 Census, “journey to work” data set was included in the long-form of the census questionnaire; however, this data set is no longer included in the decennial census, but rather is included in the American Community Survey (ACS). Each year, the question “How did you usually get to work last week?” is asked of participants in the ACS. Respondents who typically use more than one method of transportation are instructed to mark the mode used for “most of the distance”. The collective responses to this question form a set of data known as Journey-to-Work (JTW). Even though the Journey-to-Work data from the ACS is available at the county level each year, only the 5-year data set has the ability to show this data for all jurisdictions.

Therefore, all Journey-to-Work data in this Plan is from the most recent 5-year American Community Survey (2007-2011).

Because of its large sample size, JTW data is considered the most reliable source of transportation mode choice information available. However, while the JTW provides a glimpse of how Sonoma residents travel to and from work, the data source only provides a partial understanding of travel characteristics. This is particularly true in assessing walking and bicycling trips since it does not reflect multi-modal trips or non-work trips. Thus the JTW data misses school, shopping, and recreational trips, which may constitute much of the bicycle and pedestrian travel by Sonoma's senior, student and other populations. Furthermore, the instructions effectively eliminate any record of the pedestrian portion of walk-to-transit and walk-to-carpool trips. The wording leaves the response for commuters who do not use the same mode every day, up to the respondent.



Table 2.3
Sonoma Travel Time to Work for Workers 16 Years and Older

	#	%
<i>Total Employed Persons (16+)</i>	4,658	100%
<i>Worked at Home</i>	396	9%
<i>Did Not Work at Home</i>	4,262	92%
<i>Travel Time</i>	#	%
<i>Less than 15 minutes</i>	1,777	42%
<i>15-29 minutes</i>	844	20%
<i>30-44 minutes</i>	627	15%
<i>45-59 minutes</i>	375	9%
<i>60 minute or more</i>	644	15%
<i>Mean travel time to work</i>	27.1 minutes	
<i>Source: US Census, American Community Survey, 5-Year Estimates, 2007-2011</i>		

The 2010 US Census indicates a population of 10,648 in Sonoma; it is expected to grow to 14,590 by 2020 (Sonoma County General Plan 2020, Overview Draft). According to the 2007-2011 American Community Survey, there are 4,658 workers in Sonoma 16 years or older. Of these, 4,262 (or 92%) work outside the home. The percentage of workers who are working from home has increased 39% since the 2000 Census; all jurisdictions in Sonoma County are experiencing this trend. Forty-two percent, or 1,777 workers, travel less than 15 minutes to work. This percentage has remained fairly steady since the 2000 Census data. Sonoma has a significantly higher than average rate of workers with a commute time of less than 15 minutes, 42 percent, when compared to the state which is at 27 percent. This data indicates a high percentage of workers who are employed within the community and close to home, which represents an opportunity to shift travel modes, at least part of the time. Travel time to work in Sonoma is shown above in Table 2.

	Sonoma		Countywide		California	
Population	10,430		478,551		36,969,200	
Employed Persons 16 years of age +	4,658		226,280		16,251,032	
Mode Share	#	%	#	%	#	%
Drove Alone	3,354	72.0%	169,257	74.8%	13,764,624	84.7%
Carpool	424	9.1%	24,438	10.8%	1,901,371	11.7%
Public Transit	47	1.0%	4,299	1.9%	828,803	5.1%
Walk	289	6.2%	7,015	3.1%	455,029	2.8%
Bike	107	2.3%	2,715	1.2%	162,510	1.0%
Motorcycle, cab, other	42	0.9%	2,263	1.0%	211,263	1.3%
Worked at Home	396	8.5%	15,840	7.0%	828,803	5.1%
Source: US Census - American Community Survey, 5-Year Estimates 2007-2011						

As shown in Table 2.4 above, JTW data indicates that approximately 72 percent of workers in Sonoma, or 3,354 persons, drive to work alone. This demonstrates a decrease from the 2000 Census, which was 77.4 percent of workers that were driving alone. Approximately 2.3 percent, or 107 workers commute by bicycle, a rate that is higher than that of the County and statewide average bicycle mode share of 1.2 percent 1.0 percent respectively. Approximately 6.2 percent of workers walk to work, over twice the countywide average of 3.1 percent. While approximately 9.1 percent of workers in Sonoma (424 persons) carpool, the majority of workers in Sonoma drive to work alone. Given Sonoma's climate, topography, and percentage of commuters with a travel time to work of 15 minutes or less, the opportunity exists to achieve a higher non-motorized mode share, especially for the bicycle share. Every motor vehicle trip or vehicle mile driven eliminated results in less air pollution, reduced green house gas emissions, and lessened traffic congestion. Furthermore, overall workers who live in Sonoma are driving alone to work less, and are carpooling and walking to work more. These are positive developments, which demonstrates Sonoma's continual move toward a sustainable transportation future.

Local Opportunities and Constraints

This section provides a discussion of opportunities and constraints for the City's bicycle and pedestrian networks. A variety of conditions were considered including roadway geometries, traffic volumes, crossing locations, distance between destinations, topography, system users, and other issues.

Opportunities:

- Pedestrian crossing enhancements
- Potential to improve connections between pathways
- Potential bicycle and pedestrian design enhancements on the State Highway
- Continued Safe Routes to Schools improvements both physical and programmatic
- System enhancements through a comprehensive way-finding, directional, and warning signing campaign for pedestrians and bicyclists
- Potential mode share growth and safety improvements through education and awareness efforts

- Improved inter-county and inter-city connection opportunities
- Potential to provide alternative routes to SR 12 for bicyclists

Constraints:

- Signalized intersections need bicycle sensitive detection
- Several high volume roadways need pedestrian crossing enhancements
- Traffic volumes and speeds on the State Highway impact non-motorized use
- Limited control over state highway rights-of-way
- Access barriers/obstacles for wheelchair users and the disabled
- On-going maintenance needs of surfaces, markings, and vegetation

The following issues were identified by the public through a series of public forums on bicycle issues conducted by the City in the fall and winter of 2007.

Park Point

- Crosswalk wanted across Highway 12 at bike path.
- Sidewalk obstructions exist in front of Taco Bell.
- The Sonoma City Trail is hard to locate from southbound Highway 12 without a defined trail crossing.
- A crosswalk would be helpful at the north side of the intersection at Maxwell Farms Shopping Center.

Highway 12 and West Napa

- Difficult to cross Highway 12 at Sonoma Village West.
- Island at Highway 12 and West Napa Street—no man's land.
- People staying at B&Bs cannot get across Highway 12 to walk to do tourist things.
- Two left hand turn lands not necessary going south from Highway 12 to West Napa Street.
- Bridge has no bike lane; bikers must go against traffic on sidewalk.
- Sign needed to direct bikers as to what to do on bridge.

Library

- Share the road sign is needed on West Napa Street and Highway 12.
- A raised bike path would be great.
- Seventh Street West and West Napa—City working on installing crosswalk.
- Crossing Highway 12 on West Napa is not safe. It feels like you are playing chicken with the cars. A sign would be good directing bicycles as to what to do.
- Education!
- Wanted safe transit from the Springs area to the library.
- Improve bike markings in front of Maxwell Village Shopping Center. It is difficult to know how to cross intersection on Highway 12 (north-south) on a bike.
- Bikes can move faster through Sonoma on a bike than in a car.
- Is it possible to put a bike lane on West Napa Street?

Fifth Street West and Safeway

- Lock on gate to private living facility is currently broken.
- Four-way ownership of property (Safeway, school district, City of Sonoma and Sonoma Ventures Ltd.)
- Near potential new site for hospital.

Fourth Street West Connection, east of Sassarini School

- Safe routes to school funds would help.
- Would bike path through a parking lot be a liability issue?

Fourth Street West and Arroyo Way

- Bike marking needed indicating where bike trail dumps out—striping for “way finding” with sharrows.
- Awkward gate where bike path dumps out on Arroyo Way (bollard would be better than a gate).

Bike Path and West MacArthur

- Bike crossing needs help. The path should be set at an angle to get to crosswalk.
- The bulb out here forces bikers on West MacArthur to get in the vehicle’s way of traffic.
- Tree roots on bike path need to be ground down.
- Sign needed to direct bikers as to what to do.

High School

- Bridge behind school should connect to Denmark Street.

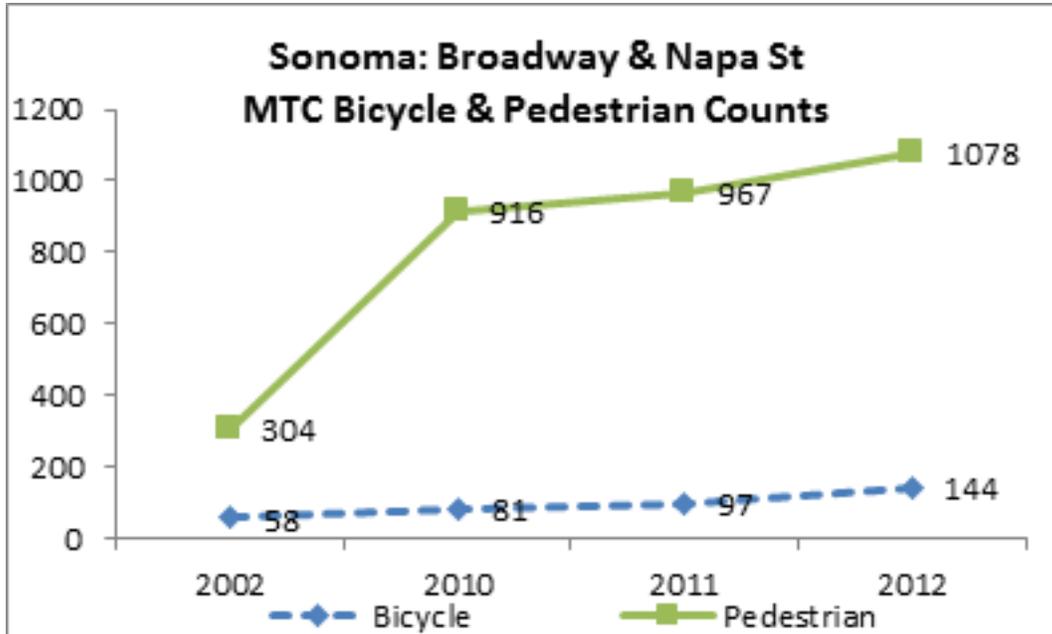


Data Collection

Bicycle and Pedestrian Counts

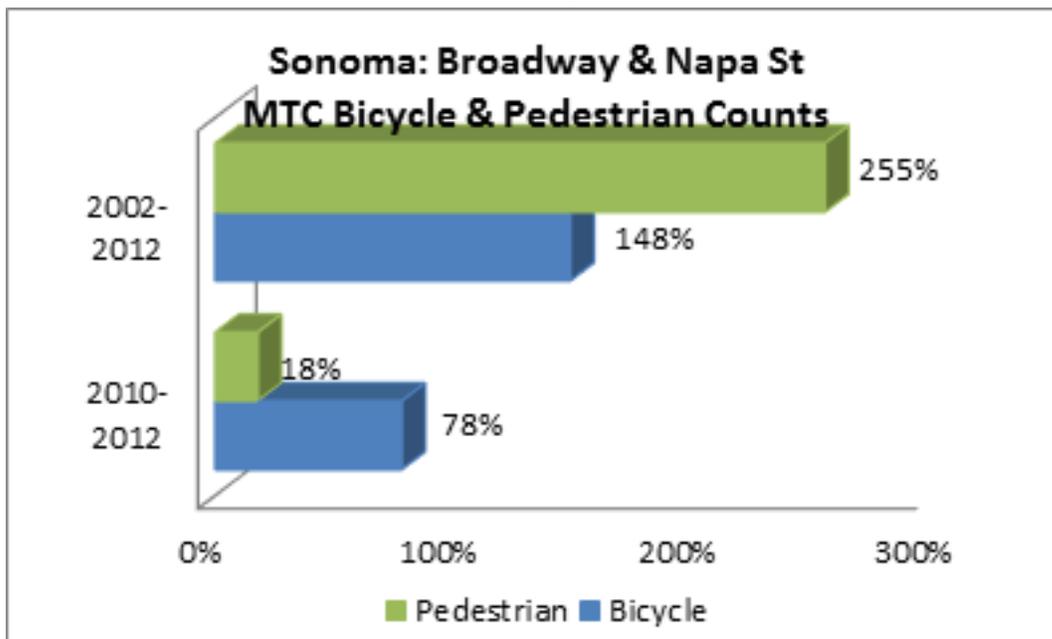
Since the adoption of the 2008 Countywide Bicycle and Pedestrian Master Plan, significant work has been accomplished with regard to bicycle and pedestrian counts by the Sonoma County Transportation Authority (SCTA). SCTA began the bicycle and pedestrian count program in 2009. The completion of the 2008 Countywide Bicycle and Pedestrian Master Plan assisted in informing SCTA staff of key locations within each jurisdiction to be included in a countywide bicycle and pedestrian count program. Moreover, the Metropolitan Transportation Commission (MTC) has collected bicycle and pedestrian count data at eight locations in Sonoma County since 2002. The MTC count locations have remained consistent over the entire 10 year period. The graph below demonstrates the total bicycle and pedestrian counts for the Broadway and Napa Street location in the City of Sonoma. According to the data in the MTC counts, there has been a steady increase in both bicycle and pedestrian activity in Sonoma County at the eight locations where MTC conducts their counts. Likewise, this location in Sonoma has experienced increases in both bicycle and pedestrian activity, as the graph below demonstrates.

Table 2.5: MTC Bicycle & Pedestrian Counts (actual count numbers)



The below graph demonstrates the percent change in both bicycle and pedestrian counts at the Broadway and Napa Street location. The top bars are comparing the percent change between the years 2002 and 2012, and the bottom bars are comparing the percent change between the years 2010 and 2012. The Broadway and Napa Street location experienced a 148 percent increase in bicycle activity between 2002 and 2012, and there was a 78 percent increase in bicycle activity between 2010 and 2012. The Broadway and Napa Street location experienced a 255 percent increase in pedestrian activity between 2002 and 2012, and there was an 18 percent increase in pedestrian activity between 2010 and 2012.

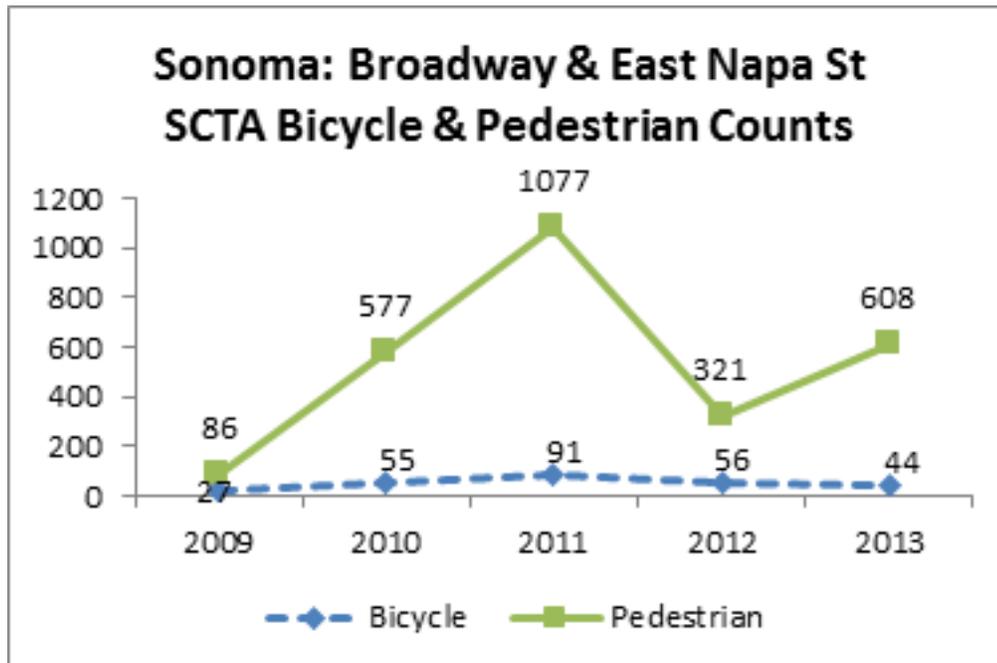
Table 2.6: MTC Bicycle & Pedestrian Counts (percent change)



SCTA began their bicycle and pedestrian count program in 2009 with 15 count locations throughout almost all jurisdictions in Sonoma County. By 2011, all jurisdictions were included in the SCTA bicycle and pedestrian count program. The SCTA counts demonstrate a yearly variability, as the graph below demonstrates. Overall, both bicycle and pedestrian have increased at this location in Sonoma. Since 2009, bicycle activity has increased 63 percent, and pedestrian activity has

increased 607 percent.

Table 2.7: SCTA Bicycle & Pedestrian Counts



Even though significant work has been accomplished in recent years on collecting bicycle and pedestrian count data, SCTA can only count approximately 20 locations per year. Moreover, only four hours per location are collected in manual bicycle and pedestrian counts. Therefore, the lack of documentation on usage and demand for pedestrian and bicycle facilities remains a challenge facing staff and local decision makers in bicycle and pedestrian planning. Moreover, we have no data on non-peak travel hours, or on weekend non-motorized travel throughout Sonoma County. Without accurate and consistent data, it is difficult to measure the benefits of bicycle and pedestrian investments, especially when compared to the other types of transportation such as the automobile. In order to supplement JTW data, to attain a better understanding of existing usage and travel patterns, and to be able to project demand, specialized bicycle and pedestrian counts are recommended. Therefore, SCTA is exploring various options to purchase automated counters to assist in counting bicyclists and pedestrians for longer periods of time at locations throughout Sonoma County. This will be a collaborative effort, which will include participation from each jurisdiction.

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3 | VISION, GOAL, OBJECTIVES AND POLICIES

Vision, Goal, Objectives, and Policies

This section defines the vision for bicycle and pedestrian transportation throughout Sonoma County, and outlines the vision, principal goal, and objectives that will serve as guidelines in the continuing development of the countywide bicycle and pedestrian transportation system . Through a collaborative planning process, the vision, goal and objectives were approved by all ten jurisdictions of Sonoma County: Sonoma, Healdsburg, Windsor, Santa Rosa, Sonoma, Rohnert Park, Petaluma, Sonoma, and the County of Sonoma. These are designed to guide the development and maintenance of bicycle and pedestrian facilities throughout Sonoma County and express the intent of SCTA and its member agencies to enhance non-motorized mobility to improve safety, access, traffic congestion, air quality, and the quality of life of Sonoma County residents, workers and visitors.

The vision, goal and top-tier objectives are meant to function as the mutually agreed upon common framework applicable to both the primary countywide system and local bicycle and pedestrian networks. Policies, and possibly additional objectives, that address jurisdiction-specific issues are included in the individual County and city/town plans.

The role of the SCTA is in advocating, planning, coordinating, and funding, whereas local agencies, such as cities, towns, and the County, transit agencies, Caltrans, and the non-profit and private sectors, will be chiefly responsible for implementation of objectives and policies.

The vision for a comprehensive bicycle and pedestrian transportation system is:

In Sonoma County bicycling and walking are:

- Important to residents' quality of life
- Integral parts of an interconnected transportation system
- Safe and convenient for all user groups
- Viable means of reaching desired destinations
- Routinely accommodated as part of a complete streets approach
- Encouraged by easy connections to transit
- Supported by education and enforcement
- Advanced by actions of government, schools and the private sector
- Promoted as tourism and recreation attractions
- Mode choices that contribute to personal health
- Options that reduce vehicle miles traveled and greenhouse gas emissions

Principal Goal:

To develop and maintain a comprehensive countywide bicycle and pedestrian transportation system, which includes projects, programs, and policies that work together to provide safe and efficient transportation opportunities for bicyclists and pedestrians.

Objectives and Policies

Objective 1.0: The Countywide Bicycle and Pedestrian Network

Establish a comprehensive countywide bicycle and pedestrian transportation system.

Policies

- 1.1 Develop a local and countywide bicycle and pedestrian transportation network that provides access to and among major activity centers, commercial districts, schools, transportation centers, public transportation recreation, and other destinations, according to the recommendations in this plan.
- 1.2 Work cooperatively with responsible agencies including Sonoma County's Transportation and Public Works, Regional Parks, and Water Agency; SCTA, Sonoma Marin Area Rail Transit (SMART), and others, to close existing facility gaps and ensure the system is implemented, constructed, and maintained.
- 1.3 Establish a bicycle and pedestrian advisory committee to advise staff on bicycle and pedestrian issues.
- 1.4 Assign a bicycle and pedestrian coordinator to oversee implementation of the Bicycle and Pedestrian Plan and coordinate activities between City departments and other jurisdictions.
- 1.5 Double the "Journey to Work" mode split percentages for walking and bicycling, by the year 2020, using 2006 data as the baseline.

Bicycle-specific policies

- 1.6 Consider the needs of bicyclists of all types (commuters, recreational riders, children, and families) in planning, developing, and maintaining a bikeway network that is safe and convenient.

Pedestrian-specific policies

- 1.7 Require new development to provide safe, continuous and convenient pedestrian access to jobs, shopping and other local services and destinations.
- 1.8 Create spaces and activities that invite pedestrian use and optimize the experience of walking with amenities such as landscaping, public art, seating, and drinking fountains.
- 1.9 Focus on improving safety of pedestrian crossings of roadways and highways, especially in pedestrian districts.

Objective 2.0: Design

Utilize accepted design standards and complete streets principles for the development of bicycle and pedestrian facilities.

Policies

- 2.1 Utilize Chapter 1000 "Bikeways Planning and Design," from the California Highway Design Manual, the California Manual of Uniform Traffic Control Devices, the American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities and Guide for the Planning, Design, and Operation of Pedestrian Facilities for the development of bicycle and pedestrian facilities.
- 2.2 Require that all signalized intersections include bicycle detection and are properly marked and operational for use by bicyclists.
- 2.3 Where minimum bike lane standards are infeasible, use striped edge lines, signs, shared lane markings, or other route enhancements to improve conditions for bicyclists.
- 2.4 Projects that will result in the loss of existing bicycle and pedestrian facilities or jeopardize future facilities as shown on the Bikeways Map must be mitigated.
- 2.5 Install way finding signage, markers, and stencils on off-street paths, on-street bikeways, local roads, and State Routes to improve way finding for bicyclists, assist emergency personnel, and heighten motorist's awareness.
- 2.6 Provide consistent enhanced features at uncontrolled pedestrian crossings, especially within pedestrian districts and at intersections of arterials with Class I trails.

Objective 3.0: Multimodal Integration

Develop and enhance opportunities for bicyclists and pedestrians to easily access other modes of transportation

Policies

- 3.1 Implement a safe routes to transit program that prioritizes pedestrian and bicycle access to transit stops and stations.
- 3.2 Require/encourage transit providers to provide and maintain convenient and secure bike parking facilities, all-weather shelters, and other amenities at major transit stops and transportation centers at a minimum.
- 3.3 Require/encourage local and regional transit agencies to accommodate bicycles on transit and plan for the need for additional bicycle storage capacity on transit to ensure capacity keeps up with demand.

Objective 4.0: Comprehensive Support Facilities

Encourage the development of comprehensive support facilities for walking and bicycling.

Policies

- 4.1 Require adequate short-term bicycle parking for retail, office, commercial and industrial uses.
- 4.2 Require adequate short-term bicycle parking and long-term bicycle storage for transportation centers.
- 4.3 Require employers to provide secure indoor and/or covered bicycle parking for their employees.
- 4.4 Require employers to provide adequate shower and locker facilities for workers.
- 4.5 Install high-visibility crossing treatments, pedestrian scale lighting, street furniture, drinking fountains, and other pedestrian amenities in pedestrian districts and on Class I trails.

Objective 5.0: Education and Promotion

Develop programs and public outreach materials to promote bicycle and pedestrian safety and the benefits of bicycling and walking.

Policies

- 5.1 Participate in the development and maintenance of a bicycle and pedestrian safety campaign as a countywide tool to deliver comprehensive safety awareness, driver, cyclist and pedestrian education information, and to increase the awareness of the benefits of walking and bicycling as transportation modes.
- 5.2 Support “grassroots” efforts that help to resolve bicycle and pedestrian transportation issues.
- 5.3 Distribute bicycle and pedestrian safety, educational, and promotional materials through law enforcement activities, at scholastic orientations, through drivers training and citation diversion programs, and to new political representatives.
- 5.4 Encourage events that introduce residents to walking and bicycling, such as bike-to-work, walk/bike-to-school days, senior walks and historic walks.
- 5.5 Require major employment centers and employers to encourage commuting by bicycle, including the use of flex-time work schedules to support non-rush hour bicycle commuting.
- 5.6 Educate the general public and the officials of state, county, and local law enforcement agencies on common Vehicle Code infractions involving bicyclists and other users of roadways or off-road pathways.

Objective 6.0: Safety and Security

Create countywide pedestrian and bicycle networks that are, and are perceived to be, safe and secure.

Policies

- 6.1 Reduce automobile collisions with pedestrians and bicyclists by 50 percent by the year 2020, using 2006 collision data as the baseline for analysis.
- 6.2 Coordinate the delivery of bicycle safety education programs to schools, utilizing assistance from law enforcement agencies, local bicycle shops, and other appropriate groups and organizations.
- 6.3 Focus on improving safety of intersection crossings using routine pedestrian signal cycles, pedestrian buttons,

- high-visibility crosswalk markings and education.
- 6.4 Prioritize safety improvements in the vicinity of schools, public transit and other high-priority pedestrian destinations.
 - 6.5 Improve collection and analysis of collision data. The Public Works Department shall review this data at least annually to identify problem areas which require immediate attention.
 - 6.6 Improve pedestrian safety and security and the 'sense of isolation' with pedestrian-level lighting, where appropriate, and development of activities and facilities that encourage walking.

Objective 7.0: Land Use

Encourage smart growth land use strategies by planning, designing and constructing bicycle and pedestrian facilities in new development.

Policies

- 7.1 Encourage school districts to participate in providing safe and continuous bicycle and pedestrian connections from surrounding neighborhoods when constructing new or improving existing school facilities.
- 7.2 Consider allowing tandem parking for residential development in areas where on-street parking may conflict with development of Class II bikeways.
- 7.3 Encourage compact, high density pedestrian oriented development in pedestrian districts.
- 7.4 In pedestrian districts allow shared parking for commercial uses rather than requiring each business to provide separate parking areas.
- 7.5 Condition discretionary projects in pedestrian districts to provide pedestrian facilities such as sidewalks, and trails that link pedestrian routes or provide access to destinations.
- 7.6 Where a nexus is identified, condition discretionary projects to provide an irrevocable offer of Class I easement or land dedication and construction of Class I multi-use pathways as designated in an adopted plan provided it can be shown that such a Class I pathway will serve as loops and/or links to designated or existing Class I multi-use pathways, trails, communities, existing or proposed schools, public parks and open space areas, and existing or proposed public transit nodes (e.g., transportation centers, park and ride lots, bus stops).

Objective 8.0: Planning

Plan for the ongoing expansion and improvement of the countywide bicycle and pedestrian system

Policies

- 8.1 The Bicycle and Pedestrian Advisory Committee (BPAC) shall be responsible for advising staff on the ongoing planning and coordination of the bicycle and pedestrian transportation system.
- 8.2 Update the Bicycle and Pedestrian Plan in accordance with the California Bicycle Transportation Act, and to coordinate with Regional Transportation Plan updates.
- 8.3 Incorporate policies in this Bicycle and Pedestrian Plan into all specific, master and General Plan documents and redevelopment policies.
- 8.4 The BPAC shall review the design of all new road widening projects in order to minimize hazards and barriers to bicycle travel on all local roads.
- 8.5 Refer projects that meet any of the following conditions to the BPAC for review to determine consistency with this plan:
 - A. Resurfacing, restoration, and rehabilitation (3R) projects, or other improvements of roads designated as Class II bikeways.
 - B. Resurfacing, restoration, and rehabilitation (3R) projects or other improvements of roads designated as Class III bike routes.
 - C. Resurfacing, restoration, and rehabilitation (3R) projects that include the installation of rumble strips, AC berms or similar barriers, and/or roadway dots in the shoulder area.
 - D. Traffic calming improvements.

- E. Road capacity improvement projects.
 - F. Discretionary projects adjacent to or traversed by existing or designated Class I, II or III bikeways.
 - G. Discretionary projects conditioned with roadway improvements along a designated or existing Class I, II or III bikeway.
- 8.6 Proactively seek opportunities for acquisition of abandoned rights-of-way, natural waterways, flood control rights-of-way, utility rights-of-way, and lands for the development of new Class I multi-use pathways.
- 8.7 Where different classes of bikeways share the same route, Class I or II bikeways should not be constructed in a manner that reduces or eliminates other designated bikeways without consultation with the Bicycle and Pedestrian Advisory Committee.

Objective 9.0: Maintenance

Maintain and/or improve the quality, operation, and condition of bicycle and pedestrian infrastructure.

Policies

- 9.1 Maintain geometry, pavement surface condition, debris removal, markings, and signage on Class II and Class III bikeways to the same standards and condition as the adjacent motor vehicle lanes.
- 9.2 Develop a maintenance reporting system with a central point of contact that can be used to report, track, and respond to routine bicycle and pedestrian maintenance issues in a timely manner.
- 9.3 Require that road construction projects minimize their impacts on bicyclists and pedestrians through the proper placement of construction signs and equipment, and by providing adequate detours.
- 9.4 Require that routine maintenance of local roads consider bicycle and pedestrian safety and at a minimum includes the following activities:
- Trim vegetation to provide a minimum horizontal clearance of 4 feet from the edge of pavement and a minimum vertical clearance of 8 feet.
 - Clear debris from road shoulder areas to provide space for walking.
- 9.5 Perform periodic sidewalk inspections to ensure adequate pedestrian clearance and to address maintenance issues that could present a tripping hazard.

Objective 10.0: Funding

Maximize the amount of funding for bicycle and pedestrian projects and programs throughout Sonoma County, with an emphasis on implementation of this plan.

Policies

- 10.1 Work with federal, state, regional, and local agencies and any other available public or private funding sources to secure funding for the bicycle and pedestrian system.
- 10.2 Encourage multi-jurisdictional funding applications to implement the regional bicycle and pedestrian system.
- 10.3 Promote the availability of adequate regional, state and federal funding sources for bicycle and pedestrian transportation projects.

Relationship to Other Plans and Policies

Implementation of the Sonoma Bicycle & Pedestrian Master Plan will require coordination, consistency, and cooperation among numerous jurisdictions and agencies with varied interests that share policy decisions within and immediately adjacent to Sonoma and Sonoma County. There are myriad relevant federal, state, regional, county, and local agencies that have developed plans, programs, directives, policies, and regulations related to funding, planning, designing, operating, maintaining, and using bicycle and pedestrian facilities. These agencies and their plans, policies, etc., have been evaluated for coordination, consistency, and conformance with this Plan. Brief summaries of local plans and policies are provided below. Summaries of regional, state, and federal plans, policies, and other relevant resources are provided in the Overview

section.

Sonoma General Plan

The Sonoma General Plan is a long-range comprehensive planning document required by state law and adopted by the City in 2006 to set policy and guide future growth, development and conservation of resources. The following General Plan goals are relevant to bicycle and pedestrian improvements in Sonoma.

Chapter 1: Community Development Element Goals, Policies, and Implementation

Goal CD-4: Encourage quality, variety, and innovation in new development.

Policy

4.4. Require pedestrian and bicycle access and amenities in all development.

Implementation Measures

4.4.4 Upgrade connections between streets and bike paths to make them safer, more visible, and more attractive.

Goal CD-5: Reinforce the historic, small-town characteristics that give Sonoma its unique sense of place.

Policy

5.6 Pursue design consistency, improved pedestrian and bicycle access, and right-of-way beautification along the Highway 12 corridor.

Implementation Measures

5.6.1 Install consistent signage to identify City facilities, directional routes, city limits, and bike path/street connections.

Chapter 3: Environmental Resources Element

- Open space areas should be accessible, linked with trails and bike paths, and provided in new development.

The Circulation Element

Through its policies aimed at promoting transit use and walking and biking, the Circulation Element provides the basis for both transportation and recreation systems that help sustain the environment and community health. The network of bicycle and pedestrian facilities that link Sonoma's parks, cultural facilities, schools, civic places, and commercial centers also provide access to important natural features.

Goals, Policies, and Implementation

Goal ER-4: Respond to the recreational needs of the community.

Policy

4.3 Link neighborhoods and recreational, cultural, educational, civic, and commercial destinations with bicycle and pedestrian facilities.

Implemented through the Bicycle Plan.

4.3.1 Publish a recreation guide that includes local trails and bike routes.

Chapter 4: Circulation Element

Goal CE-1: Provide a safe walking environment throughout Sonoma.

Policy

1.1 Preserve and establish short-cuts that take pedestrians away from major streets.

Implementation Measure

1.1.1 Require the preservation or replacement of cutthrough paths in conjunction with proposed development projects.

Policy

1.2 Eliminate gaps and obstructions in the sidewalk system.

Implementation Measure

1.2.1 Create and fund a pedestrian improvement category in the five-year Capital Improvement Program as a mechanism for identifying, budgeting, and implementing specific pedestrian improvements, including constructing pathways and repairing and completing sidewalks.

Policy

1.3 Improve pedestrian circulation and safety at major intersections.

Implementation Measures

1.3.1 Install crosswalk actuators and improve bicycle safety signs at all signalized intersections and bikeway crossings.

1.3.2 Monitor and prioritize the need for pedestrian improvements through the Traffic Safety Committee.

Policy

1.4 Establish a system of hiking trails through major public open space.

See measure 2.2.2.

Goal CE-2: Establish Sonoma as a place where bicycling is safe and convenient.

Policy

2.1 Promote bicycling as an efficient alternative to driving.

Implementation Measures

2.1.1 Work with Caltrans, the County Bicycle Authority, and the SCTA to coordinate bicycle improvements within Sonoma Valley, to provide connections to regional routes, and to incorporate bicycle facilities, and services, such as carriers and racks, on transit buses and at bus stops.

2.1.2 Work with schools and other interested organizations to establish safe bike routes and to promote bicycle use, registration, safety, and etiquette in accordance with the Police Department bicycle education program.

Policy

2.2 Extend the bike path system, with a focus on establishing safe routes to popular destinations.

Implementation Measures

2.2.1 Earmark Circulation Improvement Fee funds for bikeway system and facility improvements.

2.2.2 Prioritize and implement bicycle and trail improvements through the five-year Capital Improvement

Program and the Bicycle and Trail Implementation Plan.

- 2.2.3 Require development projects to provide all rights-of-way and improvements necessary to comply with the Bicycle Plan and Development Code requirements pertaining to bicycle and pedestrian amenities.

Policy

- 2.3 Expand the availability of sheltered bicycle parking and other bicycle facilities.

Implementation Measures

- 2.3.1 Implement Development Code requirements for bicycle access and amenities in commercial and multi-unit residential developments and update the provisions as necessary

Policy

- 2.4 Resolve potential conflicts between bicycles and vehicles and pedestrians.
See measures 1.3.1 and 2.1.1.

Policy

- 2.5 Incorporate bicycle facilities and amenities in new development.
See measures 2.2.3 and 2.3.1.

4 | LOCAL BICYCLE AND PEDESTRIAN NETWORK

Existing Conditions

Bicyclists and Bicycle Conditions

The existing bicycle network in Sonoma consists of Class I pathways and Class II bike lanes, and Class III bike routes. The City's longest Class I pathway is the Sonoma City Trail, which generally runs east-west and extends for approximately 1.5 miles across northern Sonoma. The Nathanson Creek Trail extends north-south along Nathanson Creek in the City's southeast quadrant connecting local neighborhoods and Sonoma Valley High School and Adele Harrison Middle School. The Madera Park Trail extends north-south along Fryer Creek from Leveroni Road at the southwestern city limit and connects to 3rd Street West. It includes several short spur connections including the KT Carter Trail and the Hertenstein Park Trail. The Sonoma Creek Trail, located on the western edge of the City south of Napa Road is located on the eastern bank of Sonoma Creek, and provides connections to Oregon Street, Studley Street, and West Napa Street and includes a bridge over Napa Creek to Riverside Drive. Class II bike lanes are provided on Studley Street, Oregon Street and Dewell Drive along with a few other short segments. Class III bike routes are provided on Second Street East, Third Street West, Oregon Street, and Curtin Lane. A segment by segment breakdown of existing bikeways is listed in Table 4.

Pedestrians, Pedestrian Districts, and Pedestrian Conditions

The City covers approximately three square miles, which puts most destinations throughout Sonoma within walking distance of each other. In addition, Sonoma has more than 30 existing marked crosswalks throughout the city. Most neighborhoods are within one mile of the Plaza, and many are much closer. Particularly in the southeast neighborhoods and in and around the Plaza, mature street trees provide shade during the hot summer months. The City's grid street system is conducive to walking because it provides frequent direct routes.

Although people walk throughout the City of Sonoma, pedestrian activity is largely focused in three "pedestrian districts," places where walking is prioritized as a mode of travel. Sonoma's primary pedestrian district is the Plaza – bounded by Spain Street, First Streets East and West, and Napa Street – extending west on West Napa Street to Second Street West. Much of this area has wide sidewalks and is well-shaded by mature trees and by storefront awnings surrounding the Plaza. However, roadway crossings are difficult due to high traffic volumes on the Plaza's southern border along West Napa Street and Broadway. Other barriers to walking include motorists and pedestrians who are unfamiliar with the area, and diagonal parking near crosswalks. City staff is looking for ways to increase motorist awareness of pedestrians around the Plaza, such as way-finding signage that has been installed designed to guide tourists and raise awareness of pedestrians.

Another pedestrian district is farther west on West Napa Street, roughly between Sixth Street West and Sonoma Highway, centered on the library. In addition to local traffic, this stretch of Highway 12 carries traffic headed south and north out of town. The difficulty of crossing this heavily-traveled roadway is compounded by the limited number of crossing opportunities and the unrestricted right hand turn lane from West Napa to Sonoma Highway. The intersection of West Napa Street and Seventh Street West has no crosswalk or other crossing improvements. City staff have developed preliminary designs for striping and a pedestrian refuge at this popular crossing location, which will be submitted to Caltrans for approval.

Broadway between East MacArthur and Newcomb Streets, adjacent to Sonoma Valley High School and Harrison Middle School, is another pedestrian district in Sonoma, in which hundreds of students walk on school days. The Sonoma Valley Unified School District recently installed a traffic signal on Broadway at Newcomb Street to improve the safety of pedestrians crossing from the residential neighborhoods west of the schools. Crossing improvements, curb ramps, and sidewalk infill are also needed at Malet Street, at the school's main entrance, and at Newcomb Street at the entrance to the school parking lot.

Parks – including Maxwell Farms Regional Park, Sonoma State Historic Park and local parks – are popular pedestrian destinations in Sonoma. Civic destinations include the library, the post office and City Hall. The City of Sonoma also has many historic landmarks to which to walk, including the Mission San Francisco Solano and numerous buildings built for General Vallejo and his family in the mid-1800s. Beyond walking in these areas and in Sonoma's residential neighborhoods, pedestrians use the City's network of Class I bicycle/pedestrian trails, such as the Sonoma City Trail, Fryer Creek Path and Madera Park Trail.

Despite these facilities, walking in Sonoma could be enhanced with citywide shade tree and sidewalk gap closure programs. Daytime temperatures are regularly in the nineties in the summer months. Gaps in the sidewalk network impede travel, particularly for some of the elderly and persons with disabilities. Broadway, West Napa Street, and the Sonoma Highway create especially strong barriers to pedestrians, in terms of their high volume of moderate-to-fast moving traffic and the long distances between established crossings and signals. The City Building Department requires sidewalk improvements when project improvements exceed \$30,000. In addition, the Public Works Department has a limited budget to make sidewalk improvements when public safety is at risk.

In 2003, the City of Sonoma prepared a Traffic Calming and Pedestrian Improvement Plan. The traffic calming portion of the Plan: details a citywide hazard reporting process; describes how to select the right traffic calming measure for various situations; provides a toolbox of traffic calming measures; and presents conceptual plans of solutions in eight of the locations most in need of calming. Most measures that calm or slow vehicular traffic also help create a more pleasant and inviting pedestrian environment. The "pedestrian" portion of the Plan, then, focuses on the provision of a basic sidewalk network. This section provides a detailed sidewalk gap inventory, which, in addition to gaps in the City's sidewalk network, details broken or cracked segments and sidewalk obstructions, and provides cost estimates and a prioritization for repairs. The Plan also lists three groupings each of traffic calming and pedestrian hot spots, locations that City staff and the public who attended a public workshop agree are particularly difficult and/or dangerous locations for pedestrians.

Disabled Access – ADA

The Americans with Disabilities Act (ADA) was enacted in 1990, providing rights and protections to individuals with disabilities. To comply in the realm of the pedestrian network, local governments must bring sidewalks, curb ramps and roadway crossings up to a set of specified standards when constructing new facilities or making modifications within existing public rights-of-way. According to ADA, additions and alterations to existing facilities shall comply with R202. Alterations include, but are not limited to, renovation, rehabilitation, reconstruction, historic restoration, resurfacing of circulation paths or vehicular ways, or changes or rearrangement of structural parts or elements of a facility. Pavement patching and liquid-applied sealing, lane restriping, and short-term maintenance activities are not alterations.

In addition to providing individuals with disabilities with accessible sidewalk, curb ramp and crossing facilities, many ADA requirements help other populations as well. For instance, in addition to serving people who use wheelchairs or other mobility aids, curb ramps facilitate travel by those pushing strollers and inexperienced bicyclists who are not yet ready to ride in the street. Wide sidewalks, and a lack of obstructions, create a nicer environment for all pedestrians. These improvements can also reduce demand for paratransit services (demand-responsive transit for people whose disabilities prevent them from using public transit) by allowing some people with disabilities to access public transit stops.

**Table 4.2
Existing Bikeways and Pedestrian Projects**

<i>Project Corridor/ Street</i>	<i>Begin Point</i>	<i>End Point</i>	<i>Class</i>	<i>Length (miles)</i>	<i>Local (L) Regional (R)</i>	<i>Primary Network</i>	<i>SF Bay Area Regional Route</i>	<i>Use</i>
<i>Denmark St Connector</i>	<i>Nathanson Creek Trail</i>	<i>Denmark St</i>	<i>1</i>	<i>0.11</i>	<i>R</i>	<i>No</i>	<i>No</i>	<i>Trans/ Rec</i>
<i>Field of Dreams Trail</i>	<i>Field of Dreams Park</i>	<i>Sonoma City Trail</i>	<i>1</i>	<i>0.10</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Rec</i>
<i>Hertenstein Park</i>	<i>Hertenstein Park</i>	<i>Madera Park Trail</i>	<i>1</i>	<i>0.11</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans/ Rec</i>
<i>KT Carter - Madera Trail</i>	<i>Madera Trail</i>	<i>Cox St</i>	<i>1</i>	<i>0.28</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans/ Rec</i>
<i>KT Carter Trail</i>	<i>Newcomb St</i>	<i>Madera Park Trail</i>	<i>1</i>	<i>0.13</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans/ Rec</i>
<i>Madera Park Trail</i>	<i>Nicoli Lane</i>	<i>Leveroni Rd</i>	<i>1</i>	<i>0.68</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans/ Rec</i>
<i>Nathanson Creek Trail</i>	<i>Macarthur St</i>	<i>Fine Ave</i>	<i>1</i>	<i>0.45</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans/ Rec</i>
<i>Sonoma City Trail</i>	<i>Sonoma Hwy</i>	<i>4th St</i>	<i>1</i>	<i>1.48</i>	<i>R</i>	<i>Yes</i>	<i>No</i>	<i>Trans</i>
<i>Sonoma Creek Trail</i>	<i>Riverside Dr</i>	<i>Oregon St</i>	<i>1</i>	<i>0.37</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans/ Rec</i>
<i>Sonoma Valley High School Trail</i>	<i>Nathanson Creek Trail</i>	<i>Sonoma Valley High School</i>	<i>1</i>	<i>0.14</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans/ Rec</i>
<i>Studley St</i>	<i>Sonoma Creek Trail</i>	<i>Gregory Circle</i>	<i>1</i>	<i>0.06</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans</i>
<i>Armstrong Dr</i>	<i>Napa St</i>	<i>Charles Van Damme Wy</i>	<i>II</i>	<i>0.09</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans</i>
<i>Charles Van Damme Wy</i>	<i>Patten St</i>	<i>Armstrong Dr</i>	<i>II</i>	<i>0.07</i>	<i>L</i>	<i>No</i>		
<i>Dewell Dr</i>	<i>Fine Avenue</i>	<i>Napa Rd</i>	<i>II</i>	<i>0.28</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans/ Rec</i>
<i>Oregon St</i>	<i>Studley St</i>	<i>7th St</i>	<i>II</i>	<i>0.24</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans</i>
<i>Patten St</i>	<i>5th St</i>	<i>Charles Van Damme Wy</i>	<i>II</i>	<i>0.08</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans</i>
<i>Studley St</i>	<i>Oregon St</i>	<i>7th St</i>	<i>II</i>	<i>0.21</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans</i>
<i>Fifth Street West</i>	<i>West MacArthur Street</i>	<i>Smith Street</i>	<i>II</i>	<i>0.25</i>	<i>R</i>	<i>No</i>	<i>No</i>	<i>Trans</i>

Table 4.2 Existing Bikeways and Pedestrian Projects								
<i>Project Corridor/ Street</i>	<i>Begin Point</i>	<i>End Point</i>	<i>Class</i>	<i>Length (miles)</i>	<i>Local (L) Regional (R)</i>	<i>Primary Network</i>	<i>SF Bay Area Regional Route</i>	<i>Use</i>
<i>West MacArthur Street</i>	<i>Broadway</i>	<i>Fifth Street West</i>	<i>II</i>	<i>0.77</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans</i>
<i>Fifth Street West</i>	<i>Spain Street</i>	<i>Oregon Street</i>	<i>III</i>	<i>0.27</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans</i>
<i>Second Street East</i>	<i>Sonoma CityTrail</i>	<i>MacArthur Street</i>	<i>III</i>	<i>0.76</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans</i>
<i>Third Street West</i>	<i>Sonoma City Trail</i>	<i>Nicoli Lane</i>	<i>III</i>	<i>0.80</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans</i>
<i>Fifth Street West</i>	<i>West Napa Street</i>	<i>West MacArthur Street</i>	<i>II</i>	<i>0.50</i>	<i>R</i>	<i>No</i>	<i>No</i>	<i>Trans</i>
<i>Seventh Street West</i>	<i>Oregon Street</i>	<i>West Napa Street</i>	<i>III</i>	<i>0.13</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans</i>
<i>Oregon Street</i>	<i>Studley Street</i>	<i>Seventh Street West</i>	<i>III</i>	<i>0.24</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans</i>
<i>Curtin Lane</i>	<i>Seventh Street West</i>	<i>Fifth Street West</i>	<i>III</i>	<i>0.21</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans</i>
<i>Signing Program (Warning & Destination Signing)</i>	<i>Citywide</i>				<i>L</i>		<i>No</i>	<i>Trans</i>
<i>Comprehensive Sign Program (including sharrows, where necessary)</i>	<i>Citywide</i>				<i>L</i>		<i>No</i>	<i>Trans</i>
<i>Plaza Bicycle Parking Plan</i>					<i>L</i>		<i>No</i>	<i>Trans</i>
<i>Sonoma Highway Crosswalk</i>					<i>L</i>		<i>No</i>	<i>Trans</i>
<i>Fifth Street West Pedestrian Crossing</i>	<i>Fifth Street West</i>	<i>Studley Street</i>			<i>R</i>	<i>No</i>	<i>No</i>	<i>Trans</i>
<i>Fifth Street West Pedestrian Crossing</i>	<i>Fifth Street West</i>	<i>Curtain lane</i>			<i>R</i>	<i>No</i>	<i>No</i>	<i>Trans</i>

**Table 4.2
Existing Bikeways and Pedestrian Projects**

<i>Project Corridor/ Street</i>	<i>Begin Point</i>	<i>End Point</i>	<i>Class</i>	<i>Length (miles)</i>	<i>Local (L) Regional (R)</i>	<i>Primary Network</i>	<i>SF Bay Area Regional Route</i>	<i>Use</i>
<i>Broadway Pedestrian Crossing</i>	<i>Highway 12</i>	<i>Patten Street</i>			<i>R</i>	<i>Yes</i>	<i>No</i>	<i>Trans</i>
<i>Broadway Pedestrian Crossing</i>	<i>Highway 12</i>	<i>Andrieux Street</i>			<i>R</i>	<i>Yes</i>	<i>No</i>	<i>Trans</i>
<i>Broadway Pedestrian Crossing</i>	<i>Highway 12</i>	<i>Newcomb Street</i>			<i>R</i>	<i>Yes</i>	<i>No</i>	<i>Trans</i>
		<i>Class</i>	<i>I</i>	<i>3.91</i>				
		<i>Class</i>	<i>II</i>	<i>1.99</i>				
		<i>Class</i>	<i>III</i>	<i>2.41</i>				

Transit and Multi-Modal Access

Convenient multi-modal connections for bicyclists and pedestrians that are well-integrated into the transportation system are a vital component of the bicycle and pedestrian network. Transit has the potential to extend trip ranges for bicyclists and pedestrians to nearby communities and destinations outside of Sonoma County. This is especially important for Sonoma, and Sonoma County in general, considering existing barriers to bicycle and pedestrian travel such as distances between communities, gaps in the existing bicycle and pedestrian networks between urban areas, heat during summer months and rain during winter months. While these obstacles likely serve as deterrents to existing and potential trips by bike or by foot, convenient multi-modal access can help to address these issues and extend trip ranges.

Sonoma County Transit – Since most transit passengers in Sonoma County walk to their bus stop, pedestrian facilities leading to each stop – including completed sidewalk networks, curb cuts and safe intersection crossings are important components of Sonoma’s pedestrian environment. Five Sonoma County Transit routes serve Sonoma. The Route 30 provides regular and express service daily between Santa Rosa and Sonoma via Oakmont, Kenwood, Glen Ellen, Agua Caliente and Boyes Hot Springs. The 32 offers local service between Agua Caliente, Sonoma and Temelec. On weekdays, the Route 34 provides express service between Santa Rosa and Sonoma via Kenwood. The 38 travels between Kenwood and San Rafael, Monday through Friday, serving Agua Caliente, Boyes Hot Springs, El Verano, Sonoma, and Schellville along the way. The Route 40 provides weekday service between Sonoma and Petaluma. There are seven Sonoma County Transit shelters at bus stops throughout Sonoma.

Napa County Transportation and Planning Agency – The Vine Transit operates a Sonoma to Napa regional route on weekdays (Route 25).

Support Facilities and Bicycle Parking

End-of-trip support facilities include bicycle parking, areas to change clothes and shower, and facilities for storing clothes and equipment. An inventory of bicycle parking was performed by staff for this effort; existing and proposed bicycle parking is identified in Table 5 below. There are no known existing shower or locker facilities designated for bicyclists, and none are proposed at this time.

**Table 4.3
Existing and Proposed Bicycle Parking Locations**

<i>Location</i>	<i>Address</i>	<i>On Site Location</i>	<i>Type of Rack</i>	<i># of Spaces</i>	<i>Existing / Proposed</i>	<i>Notes</i>
<i>Plaza1</i>	<i>No. 1 The Plaza</i>	<i>West side of City Hall</i>	<i>Art Rack</i>	<i>10</i>	<i>Existing</i>	
<i>Plaza3</i>	<i>No. 1 The Plaza</i>	<i>West side of City Hall</i>	<i>Post</i>	<i>2</i>	<i>Existing</i>	
<i>Plaza2</i>	<i>No. 1 The Plaza</i>	<i>West side of City Hall</i>	<i>Post</i>	<i>2</i>	<i>Existing</i>	
<i>Plaza</i>	<i>No. 1 The Plaza</i>	<i>Adjacent to First Street West</i>	<i>Post</i>	<i>2</i>	<i>Existing</i>	<i>Midblock</i>
<i>Plaza</i>	<i>No. 1 The Plaza</i>	<i>Adjacent to West Spain Stret</i>	<i>Post</i>	<i>2</i>	<i>Existing</i>	<i>Midblock</i>
<i>Plaza5</i>	<i>No. 1 The Plaza</i>	<i>East side of amphitheatre</i>	<i>Post</i>	<i>2</i>	<i>Existing</i>	
<i>Plaza</i>	<i>No. 1 The Plaza</i>	<i>East side of Visitor's Center</i>	<i>Post</i>	<i>2</i>	<i>Existing</i>	
<i>Plaza6</i>	<i>No. 1 The Plaza</i>	<i>East side of Visitor's Center</i>	<i>Post</i>	<i>2</i>	<i>Existing</i>	
<i>Sonoma Cheese Factory</i>	<i>2 West Spain Street</i>	<i>Sonoma Cheese Factory</i>	<i>Rack</i>	<i>6</i>	<i>Existing</i>	
<i>Sonoma Barracks</i>	<i>20 East Spain Street</i>	<i>Adjacent to Case Grande parking lot</i>	<i>Rack</i>	<i>6</i>		
<i>Sebastiani Winery</i>	<i>389 Fourth Street East</i>	<i>North of Tasting Room</i>	<i>Rack</i>	<i>20</i>	<i>Existing</i>	
<i>The Haven</i>	<i>151 First Street West</i>	<i>In front of building</i>	<i>Rack</i>	<i>10</i>	<i>Existing</i>	
<i>Sonoma Police Station</i>	<i>175 First Street West</i>	<i>In front of building</i>	<i>Rack</i>	<i>4</i>	<i>Existing</i>	
<i>Sonoma Police Station</i>	<i>175 First Street West</i>	<i>North of building</i>	<i>Rack</i>	<i>10</i>	<i>Existing</i>	
<i>Depot Park1</i>	<i>270 First Street West</i>	<i>West of Depot Museum</i>	<i>Rack</i>	<i>5</i>	<i>Existing</i>	
<i>Depot Park2</i>	<i>270 First Street West</i>	<i>West of swing set</i>	<i>Rack</i>	<i>5</i>	<i>Existing</i>	
<i>Vallejo Home</i>	<i>Spain at Third Street West</i>	<i>East of home</i>	<i>Rack</i>	<i>6</i>	<i>Existing</i>	
<i>Curves</i>	<i>250 West Napa Street</i>	<i>In front of building</i>	<i>Rack</i>	<i>9</i>	<i>Existing</i>	
<i>Wine Country Cyclery</i>	<i>262 West Napa Street</i>	<i>In front of building</i>	<i>Rack</i>	<i>5</i>	<i>Existing</i>	
<i>Sonoma Valley Marketplace</i>	<i>500 West Napa Street</i>	<i>Throughout Marketplace</i>	<i>Rack</i>	<i>28</i>	<i>Existing</i>	

Table 4.3
Existing and Proposed Bicycle Parking Locations

<i>Location</i>	<i>Address</i>	<i>On Site Location</i>	<i>Type of Rack</i>	<i># of Spaces</i>	<i>Existing / Proposed</i>	<i>Notes</i>
<i>Staples</i>	<i>977 West Napa Street</i>	<i>In front of building</i>	<i>Rack</i>	<i>6</i>	<i>Existing</i>	
<i>Fitness Factory</i>	<i>19310 Sonoma Highway</i>	<i>In front of building</i>	<i>Rack</i>	<i>3</i>	<i>Existing</i>	
<i>Breakaway Cafe</i>	<i>19101 Sonoma Highway</i>	<i>On south side of building</i>	<i>Rack</i>	<i>3</i>	<i>Existing</i>	
<i>Parkpointe Club</i>	<i>19101 Sonoma Highway</i>	<i>In front of building</i>	<i>Rack</i>	<i>5</i>	<i>Existing</i>	
<i>Lucky's</i>	<i>19181 Sonoma Highway</i>	<i>In front of building</i>	<i>Rack</i>	<i>12</i>	<i>Existing</i>	
<i>Maxwell Village Cleaners</i>	<i>19203 Sonoma Highway</i>	<i>In front of building</i>	<i>Rack</i>	<i>6</i>	<i>Existing</i>	
<i>Rite Aid Pharmacies</i>	<i>19205 Sonoma Highway</i>	<i>In front of building</i>	<i>Rack</i>	<i>20</i>	<i>Existing</i>	
<i>Little Caesars</i>	<i>19209 Sonoma Highway</i>	<i>In front of building</i>	<i>Rack</i>	<i>6</i>	<i>Existing</i>	
<i>Beauty Galore</i>	<i>19225 Sonoma Highway</i>	<i>In front of building</i>	<i>Rack</i>	<i>4</i>	<i>Existing</i>	
<i>Sonoma Valley Regional Library</i>	<i>755 West Napa Street</i>	<i>On east side of building</i>	<i>Rack</i>	<i>8</i>	<i>Existing</i>	
<i>Safeway Food & Drug</i>	<i>477 West Napa Street</i>	<i>In front of building</i>	<i>Rack</i>	<i>12</i>	<i>Existing</i>	
<i>Exchange Bank</i>	<i>435 West Napa Street</i>	<i>In front of building</i>	<i>Rack</i>	<i>4</i>	<i>Existing</i>	
<i>Pharmaca</i>	<i>303 West Napa Street</i>	<i>In front of building</i>	<i>Rack</i>	<i>4</i>	<i>Existing</i>	
<i>The Toy Shop</i>	<i>201 West Napa Street # 2</i>	<i>In front of building</i>	<i>Rack</i>	<i>3</i>	<i>Existing</i>	
<i>Whole Foods</i>	<i>201 West Napa Street</i>	<i>In front of building</i>	<i>W-rack</i>	<i>8</i>	<i>Existing</i>	
<i>Community Center</i>	<i>276 East Napa Street</i>	<i>In rear of building</i>	<i>Rack</i>	<i>7</i>	<i>Existing</i>	
<i>Radio Shack</i>	<i>201 West Napa Street #16</i>	<i>In front of building</i>	<i>Rack</i>	<i>6</i>	<i>Existing</i>	
<i>Chateau Sonoma</i>	<i>153 West Napa Street</i>	<i>In front of building</i>	<i>Rack</i>	<i>3</i>	<i>Existing</i>	

Table 4.3
Existing and Proposed Bicycle Parking Locations

<i>Location</i>	<i>Address</i>	<i>On Site Location</i>	<i>Type of Rack</i>	<i># of Spaces</i>	<i>Existing / Proposed</i>	<i>Notes</i>
<i>Love & Lovely</i>	<i>521 Broadway</i>	<i>In front of building</i>	<i>Rack</i>	<i>6</i>	<i>Existing</i>	
<i>Peet's Coffee</i>	<i>591 Broadway</i>	<i>North of building</i>	<i>U-rack</i>	<i>4</i>	<i>Existing</i>	
<i>United States Post Office</i>	<i>617 Broadway</i>	<i>In front of building</i>	<i>Rack</i>	<i>4</i>	<i>Existing</i>	<i>Located near bus stop</i>
<i>Sonoma Old School</i>	<i>1001 Broadway</i>	<i>In front of building</i>	<i>Rack</i>	<i>8</i>	<i>Existing</i>	
<i>The Lodge at Sonoma</i>	<i>1325 Broadway</i>	<i>On east side of Carneros Bistro & Bar</i>	<i>W-rack</i>	<i>8</i>	<i>Existing</i>	
<i>Friedman's Home Improvement</i>	<i>1360 Broadway</i>	<i>In front of main entrance</i>	<i>W-rack</i>	<i>6</i>	<i>Proposed</i>	
<i>Whole Foods</i>	<i>201 West Napa Street</i>	<i>In rear of building</i>	<i>W-rack</i>	<i>8</i>	<i>Existing</i>	

Safety and Security

Safety is a major concern of both current and potential bicyclists and pedestrians. For those who walk or bicycle, it is typically an on-going concern or even a distraction. For those who avoid walking and/or bicycle riding, concern about safety is one of the most compelling reasons not to do so. In discussing bicycle safety, it is important to separate perceived dangers from actual safety hazards.

Riding a bicycle on the street is commonly perceived as unsafe because of the exposure of a lightweight, two-wheeled vehicle to heavier and faster moving motor vehicles including autos, trucks and buses. Actual accident statistics, however, show that bicyclists face only a marginally higher degree of sustaining an injury than a motorist, based on numbers of users and miles traveled. Death rates are essentially the same for bicyclists as motorists. Collisions between bicycles and vehicles are much less likely to happen than bicycle-with-bicycle, bicycle-with-pedestrian, or collisions caused by roadway facilities. Additionally, the majority of reported bicycle crashes show the bicyclist to be at fault; generally, this involves younger bicyclists riding on the wrong side of the road or being hit broadside by a vehicle at an intersection or driveway.

Local Enforcement Responsibilities – The Sonoma Police Department enforces the California Vehicle Code and traffic laws in Sonoma, including bicycle and pedestrian violations.

Existing and Proposed Safety and Education Programs –The City of Sonoma sponsors three Bike Rodeos a year at the elementary schools. In addition, the City hosts an annual Street Skills class, which is available free to the entire community.

Collision Analysis

The collision history for Sonoma was reviewed to determine any trends or patterns that could indicate safety issues.

The collision data for 2007-2011 was obtained from the California Highway Patrol (CHP) as published in their Statewide Integrated Traffic Records System (SWITRS) reports. The CHP Accident Investigation Unit maintains SWITRS. It was developed as a means to collect and process data from collision scenes. The program ensures that local police departments and the CHP utilize and maintain uniform data collection tools and methods to collect and compile meaningful data and statistics that can be used to improve roadway conditions and monitor the effectiveness of enforcement efforts.



It is important to note that SWITRS only includes reported collisions, so may not reflect all conflicts that occur. A comprehensive review of the data was performed to help understand the nature and factors involved in bicycle and pedestrian collisions. A better understanding of these factors may help planners and engineers address some of the physical environments that contribute to these incidents. For example, if it is determined that a high incidence of collisions are occurring in the evening, lighting improvements may help to correct the situation. Conversely, a high incidence of collisions attributed to bicycle riding in the wrong direction or those involving children may be addressed through education and/or enforcement activities.

The following types of data were reviewed with an emphasis on the conditions indicated to better understand the factors that may have contributed to the reported collisions:

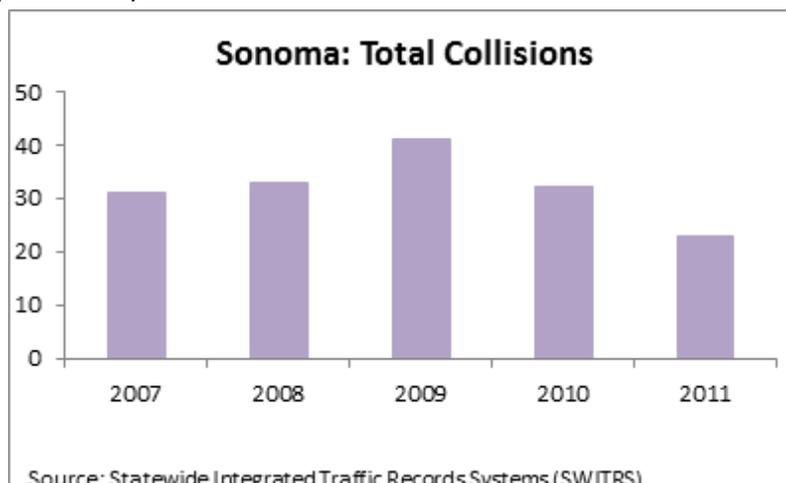
Collisions: This information includes an analysis of the major causes of each collision, the locations of collisions, and the seasonal variation of collisions.

Conditions: Environmental conditions at or near the collision site at the time of each crash were examined. This included an analysis of weather conditions, lighting conditions, and types of traffic control devices present.

Demographics: This included a determination, by gender and age, of collision rates for bicyclists and pedestrians.

Locations: This portion of the analysis includes a citywide map of bicycle and pedestrian collisions and other spatial analyses of different collision types.

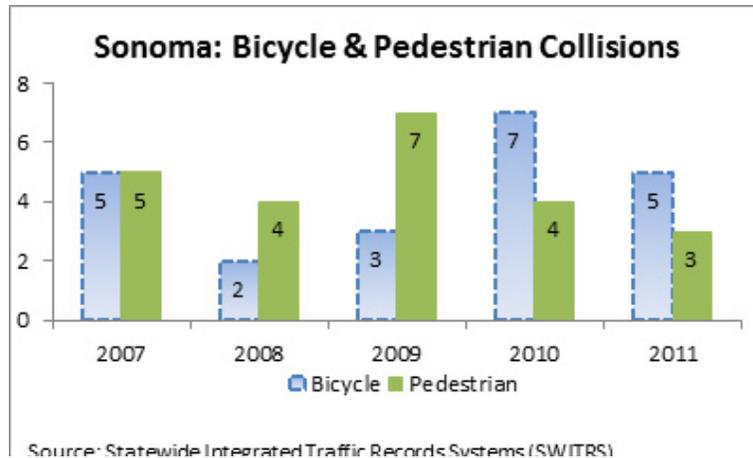
4.4 Sonoma Collisions (2007-2011)



For the five-year period reviewed, a total of 168 collisions were reported in Sonoma, which is a 343 percent decrease from the previous five-year period (2002-2006). Even though total collisions have substantially decreased, both bicycle and pedestrian collisions have increased since the previous five-year period. There were 22 bicycle collisions and 21 pedestrian

collisions, which demonstrates a 27 percent increase and 38 percent increase respectively. Even though bicycle and pedestrian collisions have increased, there were zero fatalities in Sonoma during this time period. The numbers of bicycle and pedestrian collisions by year are included in the bar graph below.

4.5 Sonoma Bicycle and Pedestrian Collisions



Bicycle Collisions

There were 22 reported bicycle collisions in Sonoma during this period, which represents 13 percent of the total collisions. Most bicycle collisions occurred on a Wednesday, with a total of 5. All collisions took place in clear weather, and approximately 68 percent of the bicycle collisions occurred during daylight conditions; therefore, visibility was not a factor in most situations. Approximately half of the bicycle collisions were at the fault of the motorist. There was one collision which occurred between a bicycle and pedestrian, which left the pedestrian severely injured. This collision occurred on Broadway in 2009, and according to the data the pedestrian was not in the street (i.e. not crossing the street or in the street right-of-way). The data suggests that the bicyclist was riding on the sidewalk, though there is no information to confirm this assumption.

Pedestrian Collisions

Over the five-year period Sonoma experienced 21 collisions involving pedestrians, which is 38 percent increase from the previous five-year period (2007-2011). There were no fatal pedestrian collisions. There is no clear pattern, as the pedestrian collisions occurred on each day of the week at various times of the day. The data suggests that motorists are at fault nearly 75 percent of the time.

Proposed Improvements

Bikeways

A segment by segment breakdown of the proposed bikeways including facility type, length, estimated cost of improvements, project priority, and other criteria are listed in Table 6. The proposed bikeways network has been developed to provide bicycle access to destinations throughout Sonoma. The network consists of primary routes that connect through the City and provide access to neighboring jurisdictions, as well as local bikeways that provide access to neighborhoods and destinations throughout Sonoma. While the projects in this Plan have received a preliminary feasibility evaluation, engineering and environmental studies will be required prior to project implementation to determine project specific issues such as right-of-way impacts, traffic operations, parking impacts, and environmental issues.

Approximately 12 miles of bikeways are proposed in Sonoma, including 0.63 miles of Class I pathways consisting of an

extension of the Sonoma City Trail north along Highway 12 to Verano Avenue, a new trail extending north from Andrieux Street to Sassarini School, an extension of the Madera Park Trail to 2nd Street, and a section of the Sonoma Schellville Trail. Approximately 4.75 miles of Class II bike lanes are proposed including segments on 5th Street East, 7th Street West, Broadway, Highway 12, Junipero Serra Drive, McArthur Street, Riverside Drive, Studley Street, and West Spain Street. Approximately 3.26 miles of Class III bike routes are proposed including segments on , 4th Street East, Andrieux Street, Denmark Street, Highway 12, Loyal Valley Road, West Napa Street, Newcomb Street, Palou Street, and Robinson Road. Additionally, a signing campaign of warning signs and destination based 'wayfinding' signs has been installed. Approximately 25-30 signs placed strategically at community gateways, route junctions, and regular intervals along the primary bikeway network and the City's local pathways provides coverage for the entire community. A bicycle parking program is also recommended to supplement existing bicycle parking, replace older non-recommended style racks with current racks, and install bicycle lockers for long-term storage. The total cost of the bicycle facility improvements proposed in this plan is estimated at approximately \$1,013,436.

Pedestrian Facilities

In 2003, the City of Sonoma prepared a Traffic Calming and Pedestrian Improvement Plan. The traffic calming portion of the Plan: details a citywide hazard reporting process; describes how to select the right traffic calming measure for various situations; provides a toolbox of traffic calming measures; and presents conceptual plans of solutions in eight of the locations most in need of calming. Most measures that calm or slow vehicular traffic also help create a more pleasant and inviting pedestrian environment. The "pedestrian" portion of the Plan, then, focuses on the provision of a basic sidewalk network. This section provides a detailed sidewalk gap inventory, which, in addition to gaps in the City's sidewalk network, details broken or cracked segments and sidewalk obstructions, and provides cost estimates and a prioritization for repairs. The Plan also lists three groupings each of traffic calming and pedestrian hot spots, locations that City staff and the public who attended a public workshop agree are particularly difficult and/or dangerous locations for pedestrians.

Of the three groups of pedestrian hot spots, there are only a handful that are more than one block from the Broadway/West Napa corridor, which lends support to the notion that these streets are barriers that prevent walking from being a safe and pleasant transportation and recreation option throughout the City of Sonoma. Conversely, many traffic calming hot spots identified in the Plan are located in Sonoma's neighborhoods, reflecting the need to calm traffic to create a safer pedestrian environment off of the City's arterial network, as well. As a result of the 2003 Plan, the City has implemented a number of traffic calming and pedestrian safety projects, including curb ramp upgrades, high visibility crosswalks, bulbouts, speed bumps, and in-pavement warning lights.

Pedestrian improvements identified in this Plan include the recommendations developed in the City's Traffic Calming and Pedestrian Improvement Plan and incorporate new recommendations identified through this effort, and by working with the public and staff. Proposed crossing improvements are identified on the Sonoma Bicycle and Pedestrian Map on page 26.

<i>Project Corridor / Street</i>	<i>Begin Point</i>	<i>End Point</i>	<i>Class</i>	<i>Length (miles)</i>	<i>Local (L) Regional (R)</i>	<i>Primary Network</i>	<i>SF Bay Area Regional Route</i>	<i>Use</i>	<i>Cost</i>	<i>Priority</i>
<i>Madera Park Trail</i>	<i>Madera Trail</i>	<i>2nd Street East</i>	<i>I</i>	<i>0.18</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans/ Rec</i>	<i>\$112,906</i>	<i>Low</i>
<i>Sassarini School Trail</i>	<i>Sassarini Elementary School</i>	<i>Andrieux Street</i>	<i>I</i>	<i>0.19</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans/ Rec</i>	<i>\$120,915</i>	<i>High</i>

Table 4.6 Proposed Bikeways, Pedestrian Projects and Project Priorities										
<i>Project Corridor / Street</i>	<i>Begin Point</i>	<i>End Point</i>	<i>Class</i>	<i>Length (miles)</i>	<i>Local (L) Regional (R)</i>	<i>Primary Network</i>	<i>SF Bay Area Regional Route</i>	<i>Use</i>	<i>Cost</i>	<i>Priority</i>
<i>Sonoma City Trail Extension^o</i>	<i>Verano Avenue</i>	<i>Sonoma City Trail</i>	<i>I</i>	<i>0.16</i>	<i>R</i>	<i>No</i>	<i>No</i>	<i>Trans/Rec</i>	<i>\$100,423</i>	<i>High</i>
<i>Sonoma-Schellville Trail^p</i>	<i>Lovall Valley Road</i>	<i>Sonoma-Schellville Trail</i>	<i>I</i>	<i>0.09</i>	<i>R</i>	<i>Yes</i>	<i>Yes</i>	<i>Trans/Rec</i>	<i>\$55,329</i>	
<i>Fryer Creek Bridge</i>			<i>I</i>	<i>0.009</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans/Rec</i>	<i>\$168,640</i>	<i>High</i>
<i>5th Street East</i>	<i>Napa Street</i>	<i>Denmark Street</i>	<i>II</i>	<i>0.75</i>	<i>R</i>	<i>No</i>	<i>No</i>	<i>Trans</i>	<i>\$64,515</i>	<i>Low</i>
<i>5th Street East</i>	<i>Denmark Street</i>	<i>Napa Road</i>	<i>II</i>	<i>0.39</i>	<i>R</i>	<i>No</i>	<i>No</i>	<i>Trans</i>	<i>\$29,169</i>	<i>Low</i>
<i>Broadway</i>	<i>Highway 12</i>	<i>Napa Road</i>	<i>II</i>	<i>1.12</i>	<i>R</i>	<i>Yes</i>	<i>Yes</i>	<i>Trans</i>	<i>\$96,944</i>	<i>High</i>
<i>Highway 12</i>	<i>Verano Avenue</i>	<i>West Napa Street</i>	<i>II</i>	<i>0.64</i>	<i>R</i>	<i>Yes</i>	<i>Yes</i>	<i>Trans</i>	<i>\$55,666</i>	<i>Low</i>
<i>Highway 12</i>	<i>Highway 12</i>	<i>The Plaza</i>	<i>II</i>	<i>1.04</i>	<i>R</i>	<i>Yes</i>	<i>Yes</i>	<i>Trans</i>	<i>\$89,911</i>	<i>Low</i>
<i>Junipero Serra Drive</i>	<i>Palou Street</i>	<i>Spain Street</i>	<i>II</i>	<i>0.06</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans</i>	<i>\$5,032</i>	<i>High</i>
<i>Riverside Drive^a</i>	<i>Petaluma Avenue</i>	<i>Highway 12</i>	<i>II</i>	<i>0.05</i>	<i>L</i>	<i>Yes</i>	<i>No</i>	<i>Trans</i>	<i>\$4,743</i>	<i>Low</i>
<i>Studley Street</i>	<i>7th Street West</i>	<i>5th Street West</i>	<i>II</i>	<i>0.21</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans</i>	<i>\$17,800</i>	<i>Med</i>
<i>Napa Road</i>	<i>5th Street East</i>	<i>Broadway</i>	<i>II</i>	<i>0.54</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans</i>	<i>\$5,530</i>	<i>High</i>
<i>7th Street West</i>	<i>Spain Street</i>	<i>Oregon Street</i>	<i>III</i>	<i>0.27</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans</i>	<i>\$23,179</i>	<i>High</i>
<i>4th Street East</i>	<i>Lovall Valley Road</i>	<i>East Napa Street</i>	<i>III</i>	<i>0.25</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans</i>	<i>\$4,307</i>	<i>Med</i>
<i>Andrieux Street</i>	<i>5th Street West</i>	<i>Broadway</i>	<i>III</i>	<i>0.57</i>	<i>R</i>	<i>No</i>	<i>No</i>	<i>Trans</i>	<i>\$9,830</i>	<i>Low</i>
<i>Denmark Street</i>	<i>Brockman Lane</i>	<i>5th Street East</i>	<i>III</i>	<i>0.25</i>	<i>R</i>	<i>No</i>	<i>No</i>	<i>Trans</i>	<i>\$4,395</i>	<i>High</i>
<i>East Napa Street</i>	<i>The Plaza</i>	<i>2nd Street East</i>	<i>III</i>	<i>0.19</i>	<i>R</i>	<i>No</i>	<i>No</i>	<i>Trans</i>	<i>\$3,299</i>	<i>High</i>
<i>Lovall Valley Road</i>	<i>4th Street East</i>	<i>Sonoma City Limits</i>	<i>III</i>	<i>0.37</i>	<i>L</i>	<i>Yes</i>	<i>No</i>	<i>Trans</i>	<i>\$6,328</i>	<i>Low</i>
<i>East Napa Street</i>	<i>2nd Street East</i>	<i>Sonoma City Limits</i>	<i>III</i>	<i>0.67</i>	<i>R</i>	<i>No</i>	<i>No</i>	<i>Trans</i>	<i>\$11,626</i>	<i>High</i>
<i>East Napa Street^d</i>	<i>Sonoma City Limits</i>	<i>7th Street East</i>	<i>III</i>	<i>0.13</i>	<i>R</i>	<i>No</i>	<i>No</i>	<i>Trans</i>	<i>\$2,326</i>	<i>Low</i>

Table 4.6 Proposed Bikeways, Pedestrian Projects and Project Priorities										
<i>Project Corridor / Street</i>	<i>Begin Point</i>	<i>End Point</i>	<i>Class</i>	<i>Length (miles)</i>	<i>Local (L) Regional (R)</i>	<i>Primary Network</i>	<i>SF Bay Area Regional Route</i>	<i>Use</i>	<i>Cost</i>	<i>Priority</i>
<i>Newcomb Street</i>	<i>Cul de sac</i>	<i>Broadway</i>	<i>III</i>	<i>0.30</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans</i>	<i>\$5,227</i>	<i>High</i>
<i>Palou Street</i>	<i>Robinson Road</i>	<i>Junipero Serra Drive</i>	<i>III</i>	<i>0.05</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans</i>	<i>\$824</i>	<i>High</i>
<i>Robinson Road</i>	<i>Sonoma City Limits</i>	<i>Palou Street</i>	<i>III</i>	<i>0.34</i>	<i>L</i>	<i>No</i>	<i>No</i>	<i>Trans</i>	<i>\$5,932</i>	<i>High</i>
<i>Highway 12^b</i>	<i>Highway 12</i>	<i>Seventh Street West</i>			<i>L</i>	<i>Yes</i>	<i>Yes</i>	<i>Trans</i>	<i>\$200,000</i>	<i>High</i>
<i>Broadway^b</i>	<i>Broadway</i>	<i>Malet Street</i>			<i>L</i>	<i>Yes</i>	<i>Yes</i>	<i>Trans</i>	<i>\$200,000</i>	<i>High</i>
<i>Sonoma City Trail^b</i>	<i>Sonoma City Trail</i>	<i>Fifth Street West</i>	<i>I</i>		<i>R</i>	<i>Yes</i>	<i>No</i>	<i>Trans</i>	<i>\$80,000</i>	<i>High</i>
<i>Bicycle Parking Program</i>	<i>Citywide</i>				<i>L</i>		<i>No</i>	<i>Trans</i>	<i>\$8,640</i>	<i>High</i>
		<i>Class I</i>	<i>.629</i>					<i>Total:</i>	<i>\$1,493,436</i>	
		<i>Class II</i>	<i>4.8</i>							
		<i>Class III</i>	<i>3.39</i>							
<p><i>Notes:</i> <i>a = project located in the jurisdiction of Sonoma County (not the City of Sonoma)</i> <i>b = Pedestrian Crossing Enhancement as demonstrated on map on page 26</i></p>										

5 | PROJECT COSTS AND FUNDING

Costs

Project costs for the improvement projects identified in this Plan are identified in Table 6.

Past Expenditures

Sonoma has invested an average of approximately \$95,000 per year on bicycle and pedestrian improvements throughout the City over the past ten years.

Funding Sources

The number of grants available for non-motorized transportation projects has been growing in recent years. Specific funding opportunities for the proposed facilities are shown in Table 7 while a summary of these programs is included in the Overview section.

Table 7 Project Implementation and Funding Opportunities						
Project Corridor / Street	Class	Cost	Priority	Implementing Agency	Project Partners	Potential Funding Source
<i>Madera Park Trail</i>	<i>I</i>	<i>\$112,906</i>	<i>Low</i>	<i>Sonoma</i>		<i>SCAPOSD, RBBP, TDA, BTA, TFCA, Local Funds</i>
<i>Sassarini School Trail</i>	<i>I</i>	<i>\$120,915</i>	<i>High</i>	<i>Sonoma</i>	<i>Sonoma Valley Unified School Dist.</i>	<i>SCAPOSD, RBBP, TDA, BTA, TFCA, Local Funds</i>
<i>Sonoma City Trail Extension</i>	<i>I</i>	<i>\$100,423</i>	<i>High</i>	<i>Sonoma</i>	<i>Caltrans, Sonoma County Regional Parks</i>	<i>SCAPOSD, RBBP, TDA, BTA, TFCA, Local Funds</i>
<i>Sonoma-Schellville Trail</i>	<i>I</i>	<i>\$55,329</i>	<i>Low</i>	<i>Sonoma</i>	<i>Sonoma County Regional Parks</i>	<i>SCAPOSD, RBBP, TDA, BTA, TFCA, Local Funds</i>
<i>Fryer Creek Bridge</i>	<i>I</i>	<i>\$168,640</i>	<i>High</i>	<i>Sonoma</i>		<i>TDA, Local Funds</i>

Table 7
Project Implementation and Funding Opportunities

Project Corridor / Street	Class	Cost	Priority	Implementing Agency	Project Partners	Potential Funding Source
5th Street East	II	\$64,515	Low	Sonoma	Sonoma County Regional Parks	SCAPOS, RBBP, TDA, BTA, TFCA, Local Funds
5th Street East	II	\$29,169	Low	Sonoma		RBBP, TDA, BTA, TFCA, Local Funds
Broadway	II	\$96,944	High	Sonoma	Caltrans	RBBP, TDA, BTA, TFCA, Local Funds
Highway 12	II	\$55,666	Low	Sonoma	Caltrans	RBBP, TDA, BTA, TFCA, Local Funds
Highway 12	II	\$89,911	Low	Sonoma	Caltrans	RBBP, TDA, BTA, TFCA, Local Funds
Junipero Serra Drive	II	\$5,032	High	Sonoma		RBBP, TDA, BTA, TFCA, Local Funds
Riverside Drive	II	\$4,743	Low	Sonoma		RBBP, TDA, BTA, TFCA, Local Funds
Studley Street	II	\$17,800	Med	Sonoma		RBBP, TDA, BTA, TFCA, Local Funds
Napa Road	II	\$5,530	High			
7th Street West	III	\$23,179	High	Sonoma		RBBP, TDA, BTA, TFCA, Local Funds
4th Street East	III	\$4,307	Med	Sonoma		TDA, Local Funds
Andrieux Street	III	\$9,830	Low	Sonoma		TDA, Local Funds
Denmark Street	III	\$4,395	High	Sonoma		TDA, Local Funds
East Napa Street	III	\$3,299	High	Sonoma		TDA, Local Funds
Loyal Valley Road	III	\$6,328	Low	Sonoma		TDA, Local Funds
East Napa Street	III	\$11,626	High	Sonoma		TDA, Local Funds
East Napa Street	III	\$2,326	Low	Sonoma		TDA, Local Funds
Newcomb Street	III	\$5,227	High	Sonoma		TDA, Local Funds
Palou Street	III	\$824	High	Sonoma		TDA, Local Funds
Robinson Road	III	\$5,932	High	Sonoma		TDA, Local Funds
Bicycle Parking Program		\$8,640	High	Sonoma		RBBP, TDA, Local Funds
	Class I	\$389,573				
	Class II	\$369,310				
	Class III	\$77,273				
	Total:	\$1,013,436				

APPENDICES

Appendix A: Bicycle and Pedestrian Count Data by Metropolitan Transportation Commission (MTC)

Appendix B: Bicycle and Pedestrian Count Data by Sonoma County Transportation Authority (SCTA)

Appendix C: Future Potential Bicycle and Pedestrian Count Locations

Appendix A: Bicycle and Pedestrian Count Data by Metropolitan Transportation Commission (MTC)

Bicycle Counts							
LOCATION	CITY	2002	2010	2011	2012	2010-2012	2002-2012
OLD REDWOOD HWY & COTATI AVE	COTATI	45	16	25	67	319%	49%
HEALDSBURG AVE & MATHESON	HEALDSBURG	48	47	112	156	232%	225%
PETALUMA HILL RD & ROHNERT EXPRWY	ROHNERT PARK	17	24	16	8	-67%	-53%
SANTA ROSA AVE & 2ND	SANTA ROSA	46	66	128	158	139%	243%
MENDOCINO AVE & PACIFIC	SANTA ROSA	130	180	166	225	25%	73%
PETALUMA AVE & JOE RODOTA TR	SEBASTOPOL	34	82	107	180	120%	429%
HWY 12 & VERANO AVE	SONOMA	70	64	102	206	222%	194%
BROADWAY & NAPA ST	SONOMA	58	81	97	144	78%	148%
SONOMA COUNTY TOTALS:		448	560	753	1144	104%	155%

Pedestrian Counts							
LOCATION	CITY	2002	2010	2011	2012	2010-2012	2002-2012
OLD REDWOOD HWY & COTATI AVE	COTATI	62	54	54	72	33%	16%
HEALDSBURG AVE & MATHESON	HEALDSBURG	294	1070	1057	1113	4%	279%
PETALUMA HILL RD & ROHNERT EXPRWY	ROHNERT PARK	2	172	106	69	-60%	3350%
SANTA ROSA AVE & 2ND	SANTA ROSA	471	751	859	791	5%	68%
MENDOCINO AVE & PACIFIC	SANTA ROSA	643	542	584	680	25%	6%
PETALUMA AVE & JOE RODOTA TR	SEBASTOPOL	486	253	199	260	3%	-47%
HWY 12 & VERANO AVE	SONOMA	63	156	160	231	48%	267%
BROADWAY & NAPA ST	SONOMA	304	916	967	1078	18%	255%
SONOMA COUNTY TOTALS:		2325	3914	3986	4294	10%	85%

Appendix B: Bicycle and Pedestrian Count Data by Sonoma County Transportation Authority (SCTA)

<i>SCTA 2009-2012 Bicycle & Pedestrian Count Data</i>												
<i>STREET NAME</i>	<i>CROSS STREET</i>	<i>CITY</i>	<i>2009</i>		<i>2010</i>		<i>2011</i>		<i>2012</i>		<i>2013</i>	
			<i>AM</i>	<i>PM</i>								
<i>Bicycle</i>												
<i>East Napa St.</i>	<i>Broadway</i>	<i>Sonoma</i>	<i>27</i>	<i>n/a</i>	<i>4</i>	<i>51</i>	<i>25</i>	<i>66</i>	<i>24</i>	<i>32</i>	<i>21</i>	<i>23</i>
<i>Newcomb St.</i>	<i>Broadway</i>	<i>Sonoma</i>							<i>28</i>	<i>36</i>	<i>51</i>	<i>23</i>
<i>Newcomb St.</i>	<i>2nd St. W.</i>	<i>Sonoma</i>							<i>13</i>	<i>52</i>		
<i>Pedestrian</i>												
<i>East Napa St.</i>	<i>Broadway</i>	<i>Sonoma</i>	<i>86</i>	<i>n/a</i>	<i>92</i>	<i>485</i>	<i>102</i>	<i>975</i>	<i>97</i>	<i>224</i>	<i>96</i>	<i>512</i>
<i>Newcomb St.</i>	<i>Broadway</i>	<i>Sonoma</i>							<i>89</i>	<i>72</i>	<i>131</i>	<i>25</i>
<i>Newcomb St.</i>	<i>2nd St. W.</i>	<i>Sonoma</i>							<i>37</i>	<i>54</i>		

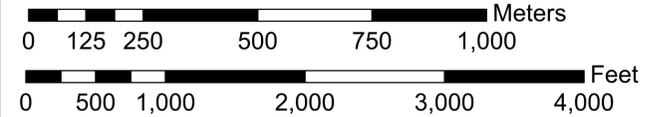
Appendix C: Future Potential Bicycle and Pedestrian Count Locations

City of Sonoma			
#	Primary Street	Cross Street	Notes
1	Sonoma City Trail	Sonoma Highway (SR 12)	Primary Network / Regional Park / Commercial District
2	Sonoma City Trail	3rd Street West	Primary Network / Local Bikeway
3	Sonoma City Trail	4th Street East - Lovall Valley Road	Primary Network / Community Gateway
4	Spain Street	3rd Street West	Local Bikeway / Downtown bypass
5	Spain Street	2nd Street East	Local Bikeway / Downtown bypass
6	McArthur Street	3rd Street West	Local Bikeway / Fryer Creek Path Trail Entry
7	McArthur Street	5th Street East	Local Bikeway
8	McArthur Street	5th Street West	Local Bikeway
9	McArthur Street	Nathanson Creek Trailhead	Local Bikeway / School
10	Sonoma Creek Trail	Riverside Drive	Primary Network / Local Bikeway
11*	Broadway (SR 12)	Napa Street (SR 12)	Primary Network / Downtown
12	Broadway (SR 12)	Andreiux Street	Primary Network
13*	Broadway (SR 12)	Newcomb Street	Primary Network / School
14	Broadway (SR 12)	Leveroni Road	Primary Network Junction
15	West Napa Street	5th Street West	Primary Network / Local Bikeway
16	Studley Street	7th Street West	Local Bikeway
*Location has already been counted as part of the SCTA Bicycle and Pedestrian Count Program			

CITY OF SONOMA AND VICINITY

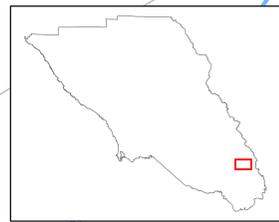
PROPOSED AND EXISTING BICYCLE AND PEDESTRIAN FACILITIES

SONOMA COUNTY, CALIFORNIA



Author: Sonoma County Transportation Authority
 Date: April 20, 2006
 Revised: November 27, 2013
 Projection & Coordinate System: CA State Plane, Zone 11, NAD 83, US Survey Feet, Lambert Conformal Conic Projection.
 Project Source: S:\SCTA\SCTA Modeling Program\PROJECTS\bikeplan\2014_Update\sonoma_2014.mxd
 Sources: SCTA Countywide Bicycle and Pedestrian Advisory Committee, Sonoma County GIS, City of Sonoma

This map is for illustrative purposes only, and though care has been taken to ensure that data is accurate, maps and represented data are provided without warranty of any kind.



LEGEND

Bike Routes

- CLASS I, EXISTING (Green dashed line)
- CLASS I, PROPOSED (Green solid line)
- Highlighted Route on the Regional Network (Thick green dashed line)
- CLASS II, EXISTING (Purple dashed line)
- CLASS II, PROPOSED (Purple solid line)
- Highlighted Route on the Regional Network (Thick purple dashed line)
- CLASS III, EXISTING (Orange dashed line)
- CLASS III, PROPOSED (Orange solid line)
- Highlighted Route on the Regional Network (Thick orange dashed line)

Bicycle Amenities

- Bike Parking - Existing (Blue circle with 'P')
- Bike Parking - Proposed (Blue circle with 'P' and dashed outline)
- Showers/Lockers - Existing (Black rectangle with shower icon)
- Showers/Lockers - Proposed (Black rectangle with shower icon and dashed outline)

Pedestrian Crossing Enhancements

- EXISTING (Black square with walking person icon)
- PROPOSED (Black square with walking person icon and dashed outline)

Pedestrian Oriented Areas

- Pedestrian Districts (Yellow shaded area)
- Pedestrian Corridors (Yellow dashed line)

Multimodal Connections

- EXISTING (Black square with bicycle and walking person icons)
- PROPOSED (Black square with bicycle and walking person icons and dashed outline)

Transportation Features

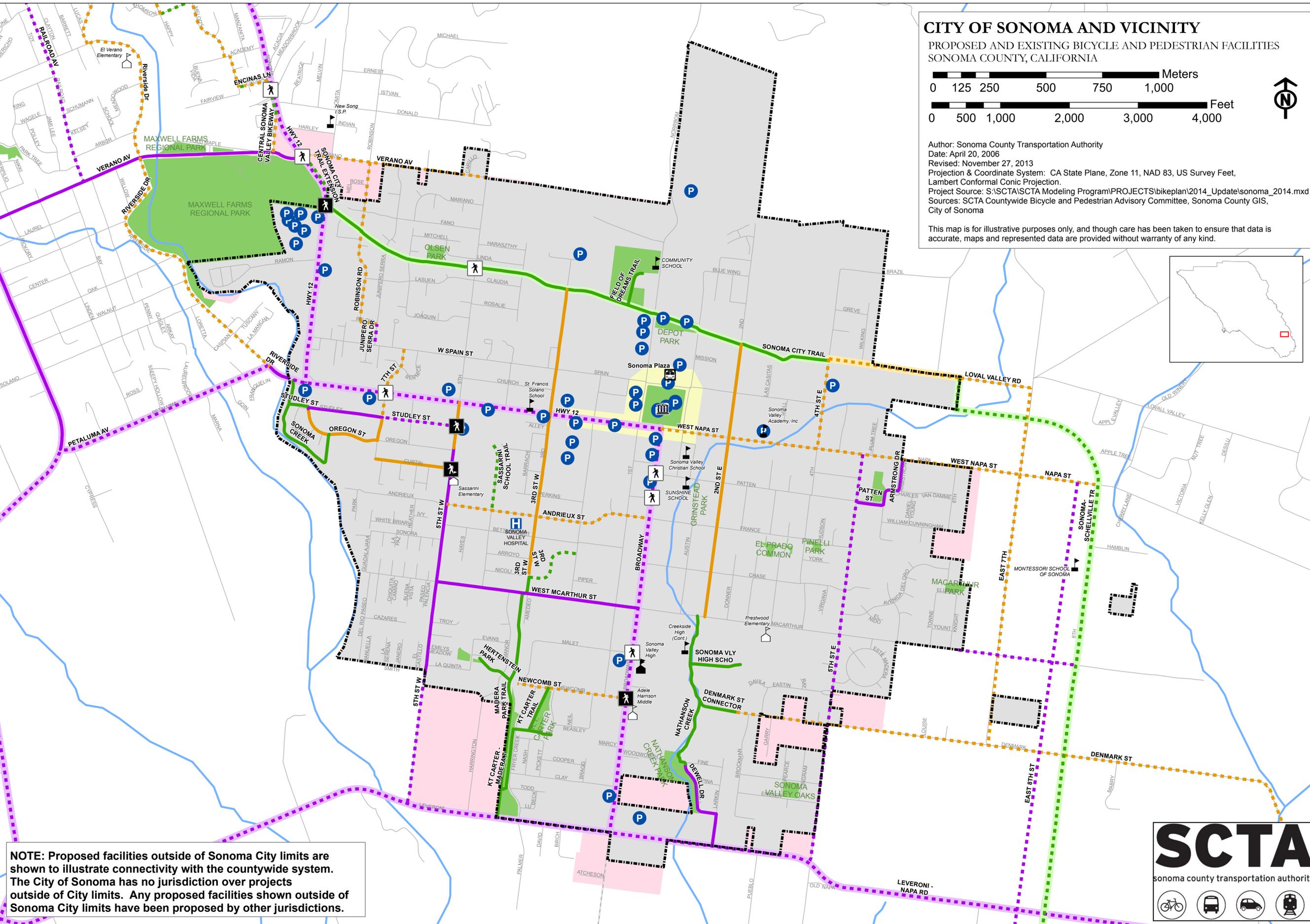
- Street or Road (Thin grey line)
- Highway (Thick grey line)
- Freeway (Thick grey line with double red lines)
- Railroad (Black line with cross-ticks)

Geographic Elements

- City Sphere of Influence (Light pink shaded area)
- Incorporated City or City Limits (Light blue shaded area)
- Publicly Owned Land (Light green shaded area)
- City Halls (Black building icon)
- Hospitals (Blue 'H' icon)
- Waterway (Blue line)

Schools

- OTHER (Black building icon)
- ELEMENTARY (Black building icon with 'E')
- MIDDLE (Black building icon with 'M')
- HIGH SCHOOL (Black building icon with 'H')



NOTE: Proposed facilities outside of Sonoma City limits are shown to illustrate connectivity with the countywide system. The City of Sonoma has no jurisdiction over projects outside of City limits. Any proposed facilities shown outside of Sonoma City limits have been proposed by other jurisdictions.

SCTA
 sonoma county transportation authority